



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.  
 "POWAN," 2,338 " " W. A. Valentine.  
 "FATSHAN," 2,260 " " R. D. Thomas.  
 "HANKOW," 3,073 " " C. V. Lloyd.  
 "KINSHAN," 1,995 " " J. J. Lonsdale.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.M.R.  
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.  
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.  
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.  
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.  
 "NANNING," 569 " " O. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahsing, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

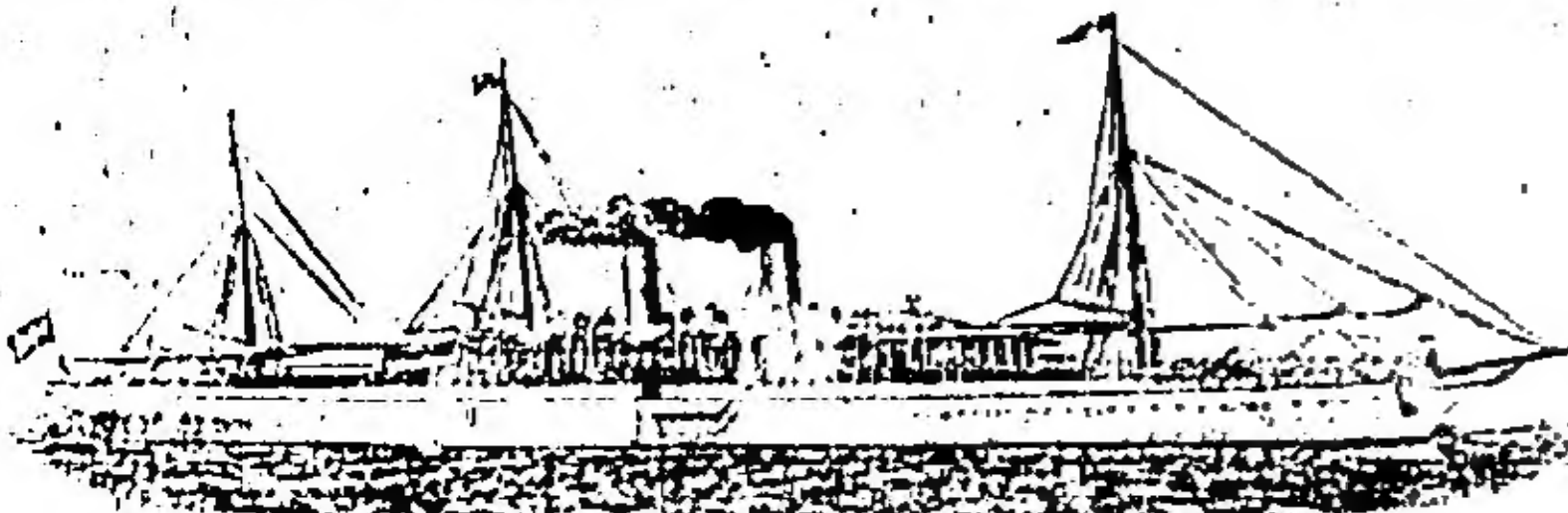
FARES:—Canton to Wuchow, Single \$15.00. Return \$25.00.  
 Canton to Tak Hing, Single \$12.50. Return \$21.00.  
 Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 Hotel Mansions (First Floor) opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th August, 1906.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.  
 11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

## (Subject to Alteration).

PROPOSED SAILINGS.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN"	6,000	THURSDAY, September 27	October 15
"MONTEAGLE"	6,163	WEDNESDAY, October 3	October 27
"EMPERESS OF CHINA"	6,000	THURSDAY, October 25	November 12
"TARTAR"	4,425	WEDNESDAY, October 31	November 24
"EMPERESS OF INDIA"	6,000	THURSDAY, November 22	December 10
"ATHENIAN"	3,882	WEDNESDAY, November 28	December 22

"EMPERESS" steamers will depart from Hongkong at 4 P.M.  
 Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.  
 Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40.  
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to  
 D. W. CRADDOCK, Acting General Agent,  
 Corner Pedder Street and Praya.

Hongkong, 12th September, 1906.

## F. BLACKHEAD &amp; CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
 ST. GEORGE'S BUILDING,  
 HONGKONG.  
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
 HARTMANN'S PATENT RED HAND BRAND, HARTMANN'S GREY PATENT, DAIMLER'S PATENT MOTOR LAUNCHES.

Sole Agents for  
 FERGUSON'S SPECIAL CREM and  
 P. & O. SPECIAL LIQUOR BOTTLES, WHISKY, &c.  
 EVERY KIND OF  
 SHIP'S STORES AND REQUISITES  
 ALWAYS IN STOCK  
 AT  
 REASONABLE PRICES.

Hongkong, 7th March, 1905.

## FURNITURE WAREHOUSE.

## LI KWONG LOONG &amp; CO., 同公隆李

CABINET-MAKERS AND ART DECORATORS,  
 from Shanghai, has re-opened their  
 FURNITURE STORE

(No. 35, DES VUEX ROAD CENTRAL.  
 The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—  
 "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."  
 (Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.  
 AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR  
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;  
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PRINZ LUDWIG	WEDNESDAY, 27th February.

ON WEDNESDAY, the 26th day of September, 1906, at Noon, the Steamship PRINZ HEINRICH, Captain P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 24th September, Cargo and Special will be received on Board until 5 P.M. on TUESDAY, the 25th September, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 25th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG ...	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON ...	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland, THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS. TONS. SAILING DATES.

PRINZ SIGISMUND	3,302	TUESDAY, 16th October.
WILHELM	4,763	TUESDAY, 13th November.

ON TUESDAY, the 16th day of October, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28. —	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30. —	£20. —	£14. —	Return £54. —	£35. —
TO SYDNEY	£31. —	£23. —	£15. —	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16. —	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120. —
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120. —
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £97. 0. 0.  
 TO EUROPE VIA AUSTRALIA AND AMERICA 96. 0. 0.  
 From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR STEAMERS "ABOUT"

YOKOHAMA & KOBE	PRINZ SIGISMUND	WEDNESDAY, 26th September.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	WEDNESDAY, 26th September.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	WEDNESDAY, 10th October.

\* Reaching Yokohama in less than 6 days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	85. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO., AGENTS.

Hongkong, 19th September, 1906.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 96 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 378 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 3/3, 506, or 681

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Scollis, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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## JAVA-CHINA-JAPAN LINE. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIMAH	JAPAN	Second half September	JAVA PORTS	Second half September
TJIBODAS	JAVA	Second half October	JAPAN VIA SHANGHAI	Second half October
TJIPANAS	JAPAN	Second half October	JAVA PORTS	Second half October

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375,  
 YORK BUILDINGS, 1st Floor.  
 Hongkong, 12th September, 1906.

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## WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAUKONG LINES.

## S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

## HONGKONG-WUCHOW LINE.

## S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip ..... \$30  
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

## BUTTERFIELD &amp; SWIRE,

AGENTS.

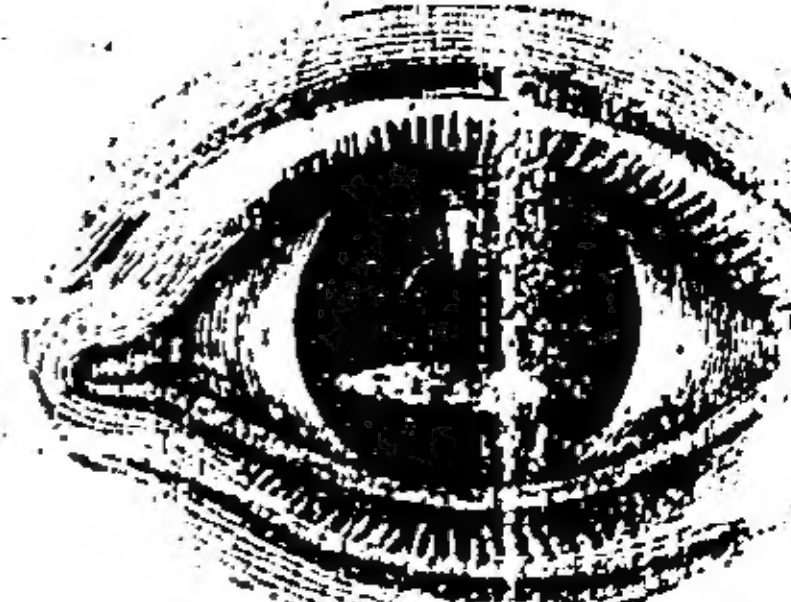
WEST RIVER BRITISH S.S. CO.

HONGKONG.

Hongkong, 23rd December, 1905.

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## EYES



## RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
 3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON, CALCUTTA, SHANGHAI,  
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHY.

41 &amp; 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICES VERY MODERATE.

Hongkong, 14th September, 1905.

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NIKKO CO.

WHOLESALE AND RETAIL DEALERS,

in all kinds of

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET

Hongkong, 28th April, 1906.

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## A. CHAZALON &amp; CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).

STUFFED OLIVES.

SARDINES (Boneless).

DO. AU CITRON.

FISH PASTE FOR SANDWICH.

PURE DE FOIE GRAS DO.

AND

Other Pic-nic size tins of PRESERVES.

FRENCH BISCUITS.

HUNTLY &amp; PALMER'S BISCUITS and

CAKES.

CROSSE and BLACKWELL'S SAUSAGES,

STREAKY BACON, BATH CHOPS, &amp;c.

ALSO

GERMAN SAUSAGES, ASPARAGUS, and other

VEGETABLES.

Hongkong, 21st July, 1906.

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## Intimation.

Powell's

ALEXANDRA

BUILDINGS.

SEE  
LARGE

WINDOW

for

SPECIAL SHOW

of

MIRZAPORE  
RUGS

VARIOUS SIZES,

\$18.50

to

\$60.00

Each.

SPLENDID

VALUE.

W.M. POWELL,  
LTD.,

Complete

House Furnishers,

HONGKONG.

Hongkong, 12th September, 1906.

## Intimations.

K. A. J. OHOTIRMALL & CO.,  
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and  
Japanese Silk Goods.

Just Arrived

SOCKS (Linen) LADIES' AND  
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK KIMONOS, LADIES' BLOUSES

AND SHAWLS.

SANDALWOOD BOXES (INLAIN).

HANDKERCHIEF BOXES, GLOVE

BOXES.

MONEY BOXES, &amp;c.

LINEN HANDKERCHIEFS, JAVA

SERONGS.

MANDARIN COATS, COTTON

SHIRTS.

SILK LACE SCARVES AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

TENDERS are invited for the SUPPLY TO  
H. M. NAVAL YARD, of the under-  
mentioned Timber Materials for one year from  
1st October, 1906, viz:—TEAK, BARK, THICKSTUFF,  
AMERICAN FIR, CAMPHOR WOOD, SCANTLING, PLANK,  
HARDWOODS, OREGON SPARS, AND BOARD.Form of Tender, and information in regard  
to the conditions of contract, &c., can be ob-  
tained on application to the Naval Store Officer,  
H. M. Naval Yard. To enable persons tender-  
ing to estimate what stock they would be  
expected to keep, they will be provided, if  
necessary, with a statement showing the ex-  
penditure of the different descriptions of  
material during the twelve months ending 30th  
June last. A deposit of One Hundred Dollars  
will be required with each Tender, but this will  
be returned on the acceptance or rejection of  
the same. The Tenders, which will be received  
till Noon on 28th instant, should be sealed and  
addressed to the Commandant, H. M. Naval  
Yard.

Hongkong, 19th September, 1906. [925]

KWONG SANG & Co.,  
No. 70, WELLINGTON STREET.GENERAL DRAPERS, MANUFAC-  
TURERS AND DEALERS in Ladies'  
and Children's Underwear, Silk, Pongee, Grass-  
cloth, Fancy and Piece Goods, &c.  
Latest style of Ladies' Blouses and Gentle-  
men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180]

## For Sale.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask  
ex Factory.In Bags of 250 lbs. net \$2.80 per Bag  
ex Factory.SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 10th September, 1906. [17]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN &amp; CO.

Hongkong, 10th January, 1907. [67]

## FOR SALE.

WELSCH'S, IN-

DOOR AND OUT-

DOOR 4-LIGHT  
GAS ARC LAMPS,

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIM-

NEYS, GLOBES,

SHADES, &amp;c., &amp;c.,

and INCANDESCENT

GASOLINE LAMPS of

all descriptions from best

makers.

NAPHTHA of the best

kind for GASOLINE

LAMPS and GASOLINE

ENGINES, kept in stock.

TAI KWONG CO.,  
109, Des Voeux Road Central.

Hongkong, 1st September, 1906. [59]

## RUSSIA.

Such was the thin, O Russia—thin such tears  
As Rachel, mourning for her children, wept  
In Rama. Serfdom passed, still justice slept.  
While Despotism's whelps, grown bold with  
years.Thy land, O Russia, robbed: their prayers  
with tears.Were answered; grim, gaunt Famine spectral  
creptAbroad; where Famine spared the red flame  
leapt.

And bore thy fields no harvest save new fears.

The nations, in thine hour of direst need,  
Stood sudden by, nor saved thy grievous hurt,  
Nor gave thy cry for succour any heed;But thou art risen now; no more inert,  
Will surely, grandly come into time own,  
And reap in joy thy grain in sorrow sown.The torch of Freedom, ever bright'ning ray,  
Shall yet within thy borders shine supreme;  
The dawn is near—fulfilment of the dreamWhereby dark night gave pledge of coming day.  
The truth of old shall truth endure for aye—  
New forms we frame to woid the ancient theme.New lamps are lighted from the first-lit gleam;  
Yet right, not might, comes victor from the fray.  
Ye have been tried and tested as by fire,Ye have been sorely sifted, chaff and grain;  
Each trial brings your final triumph nigher,  
Each sifting proves the kernels that remain—  
One fearful, final, sifting, crucial test,  
Ere yet with honour from the strife ye rest.No weapons of a carnal strife ye wield,  
Assembled in the Duma's congress hall;  
'Tis virtue arms you: like a mighty wall,  
Faith is your buttress, your unfailing shield,  
As for a nation's life ye take the fieldWhich, as ye win or fall, shall rise or fall—  
Then voice imperative the millions' call,  
Nor cease until the millions' fate is sealed.Men of the Duma, heed your sacred trust,  
And guard it well! See that ye give not o'er  
While strength is left to give and parry thrust—  
Remember, right is might forevermore!  
The war you wage is holy war indeed:  
A nation's love its saviors' worthy meed.

—E.R.

JAPAN AND THE NORTH POLE.

"YOMIURI" SUGGESTS AN ARCTIC

EXPEDITION.

The news of the abandonment of Mr. Well-

man's projected arctic expedition to the North  
Pole has moved the Yomiuri to exhibit its  
countrymen to take part in the international  
effort to reach the Pole. We take the following  
passages from a leading article which appeared  
in its columns a few days ago:—When we reflect upon the work of such  
brave and energetic explorers as Mr. Wellman,  
we cannot help regretting the fact that our  
countrymen sadly lack interest and ardour for  
enterprises of such a nature. Notwithstanding  
that the result of the Russo-Japanese war has  
exalted us to the first rank in the comity of  
nations, our nationals are prone to regard the  
ascent of Mt. Fuji or a tour in the interior  
of Siberia or Mongolia as the greatest of  
adventures. Their small-mindedness and  
shortsightedness are a cause for pity. Is  
there not a single daring spirit among  
the millions of our compatriots who will fol-  
low in the tracks of Mr. Wellman, the Ame-  
rican explorer, and inaugurate a scheme of  
Polar exploration? Japan has become a mem-  
ber of the international community, and our  
exploration and adventurous exploits should  
take on an international character. More-  
over, such an undertaking as the exploration  
of the Arctic would have a most wholesome  
effect on the nation, setting aside the primary  
object of the undertaking. We urge our com-  
patriots of the land of the Rising Sun to  
arouse themselves in the matter.The Japanese vary less in height than any  
other nation. In Europe the French display  
the greatest uniformity.BABYLON was probably the first city to attain  
a population of a million. The area of the  
city was 225 square miles.THE special correspondents were sent by  
Montezuma to report on the Spaniards under  
Cortes when they first landed.TRADES unions are no new invention. Accu-  
rate records of their existence in Roman times  
have been dug up in Pompeii.THE greatest mystery of medical science is the  
exact use of the thyroid gland, which is the  
seat of the disease known as goitre.In a cricket match at Titchhurst in 1825 a ball  
was caught on the point of a knife which a wo-  
man at a ginger-beer stall was using.No county is eligible for the County Champi-  
onship that has not played at least eight away  
and home matches with other counties.THE highest military rank in England is  
not field-marshal, but Captain-General of the  
Forces, and can only be held by the Sovereign.THE ship in which the Britons and the Veneti-  
ans fought Julius Caesar were of oak, and were  
painted blue to make them less conspicuous at  
a distance.AN angry cow is much more dangerous to face  
than a bull, for it fights to kill, and fences  
with its horns, instead of rushing madly, as  
does the bull.NONSUCH House, erected on London Bridge  
in 1385, was built entirely of wood, no iron  
being employed in its construction even for  
frame-work. It was four storeys high.

## Intimations.

## YOU WILL NOT

be deceived. That there are cheats and frauds  
in plenty everybody knows; but it is seldom  
or never that any large business house is guilty  
of them, no matter what line of trade it follows.  
There can be no permanent success of any  
kind based on dishonesty or deception. There  
never was, and never will be. The men who  
try that are simply fools and soon come to  
grief—as they deserve. Now many persons  
are, nevertheless, afraid to buy certain  
advised articles lest they be humbugged  
and deluded; especially are they slow to place  
confidence in published statements of the  
merits of medicines. The remedy known as

## WAMPOL'S PREPARATION

is as safe and genuine an article to purchase  
as flour, silk or cotton goods from the mills  
of manufacturers with a world-wide reputation.  
We could not afford to exaggerate its qualities  
or misrepresent it in the least; and it is not  
necessary. It is palatable as honey and con-  
tains the nutritive and curative properties of  
Pure Cod Liver Oil, extracted by us from fresh  
cod livers, combined with the Compound  
Syrup of Hypophosphites and the Extracts of  
Malt and Wild Cherry; and how valuable such  
a blending of these important medicinal agents  
must be to plain everybody. It is beyond  
price in Anemia, Insomnia, Weakness and lack  
of Nervous Tone, Poor Digestion, Wasting  
Diseases, La Grippe, Lung Troubles and Blood  
Impurities. Science can furnish nothing better  
—perhaps nothing so good. Dr. W. H. Daffy,  
of Canada, says: "I have used it in my practice  
and take pleasure in recommending it as a  
valuable tonic and reconstructive." It is a  
remedy that can afford to appeal to its record  
and represents the science and knowledge of  
bright and aggressive medical investigation.  
Effective from the first dose. "You cannot be  
disappointed in it." Like all good things it is  
imitated. Sold by chemists throughout the  
world.

## HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING  
OF THE MEMBERS of the above Club  
will be held in the Pavilion, on WEDNESDAY,  
the 26th instant, at 5.30 P.M.

By Order of the Committee,

A. R. LOWE,  
Secretary and Treasurer.

Hongkong, 18th September, 1906. [924]

## To Let.

## TO LET.

HOUSES in MORRISON HILL GAP ROAD.  
4 rooms with necessary Bathrooms and  
Servants' Quarters. Cheap Rentals.EUROPEAN FLATS in "WILD DELL"  
BUILDINGS, No. 147, Wanchai Road. Each  
suite contains Bathroom and Kitchen. Very  
Low Rent.GODOWN, No. 9, "WILD DELL" BUILD-  
INGS.

Apply to—

PERCY SMITH & SETH,  
Accountants and Auditors, &c.,  
5, Queen's Road Central.

Hongkong, 24th July, 1906. [767]

## TO LET.

OFFICES in KING'S BUILDING and  
YORK BUILDING,  
GODOWNS on PRAYA EAST.A HOUSE in CLIFTON GARDENS, Con-  
duit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 5th September, 1906 [72]

## TO LET.

A HOUSE in KNUTSFORD TERRACE,  
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 31st July, 1906. [789]

## SHAMEEN, CANTON.

## TO LET.

NO. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 5th July, 1906 [793]

## Consignees.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship

## "LIGHTNING,"

having arrived from the above Ports, Con-  
signees of Cargo are hereby informed that  
their Goods will be delivered from alongside.Cargo impeding the discharge will be landed  
at once, at Consignees' risk and expense.Cargo remaining on board after 3 P.M. of the  
21st instant, will be landed at Consignees' risk  
and expense into the hazardous and/or extra  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited.Consignees of Cargo from SINGAPORE and  
PENANG are requested to take IMMEDIATE  
DELIVERY of their Goods from alongside,  
such Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk and  
expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the  
Undersigned.DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 19th September, 1906. [926]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

## "DELHI,"

FROM COLOMBO AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—

From London, &amp;c., ex S.S. Mongolia.

From Italy.

From Australia.

From Calcutta, ex S.S. Candia.

From Bombay, ex S.S. Manigon.

From Persian Gulf, &amp;c., ex B. I. S. N. and

B. &amp; P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.Goods not cleared by the 25th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees'  
and the Company's representative at an  
appointed hour.All claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.No claims will be admitted after the goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 18th September, 1906. [74]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

## "POONA,"

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.Goods not cleared by the 23rd instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees'  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.No claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 18th September, 1906. [74]

## S.S. "OCEANIC."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex  
S.S. Malapan and Guadiana, from Havre  
ex S.S. Malapan, and from Bordeaux ex  
S.S. Frederic Morel, in connection with above  
Steamer, are hereby informed that their  
Goods, with the exception of Opium, Treas-  
ure and Valuables are being landed and/or  
stored at their risk into the hazardous and/or  
extra hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited, at  
Kowloon, whence delivery may be obtained  
immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before 11 A.M. TO-DAY, requesting it to be  
landed here.Bills of Lading will be countersigned by the  
Undersigned, Goods remaining unclaimed after  
MONDAY, the 24th September, at Noon, will  
be subject to rent and landing charges.All claims must be sent in to me on or before  
the 24th September, or they will not be recog-  
nised.All damaged packages will be examined on  
MONDAY, the 24th September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 17th September, 1906. [71]

## "DEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENLAVERS,"

FROM ANTWERP, LONDON AND  
STRAITS.CONSIGNEES of Cargo are hereby in-  
formed that all Goods are being landed  
at their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Ltd.,  
whence and/or from the wharves delivery may  
be obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods unde-  
livered after the 21st instant will be subject  
to rent.All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
21st instant, or they will not be recognised.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 21st instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 14th September, 1906. [918]

## Intimations.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.THE ORDINARY ANNUAL GENERAL  
MEETING OF SHAREHOLDERS in  
the above Company will be held at the Com-  
pany's Office, on SATURDAY, the 23rd  
September, at Noon, for the purpose of receiving  
the Report of the General Managers, together  
with a Statement of Accounts to 30th June,  
1906.The TRANSFER BOOKS of the Company  
will be CLOSED from the 22nd to 29th  
September, both days inclusive.DOUGLAS LAPRAIK & Co.,  
General Managers.

Hongkong, 17th September, 1906. [922]

THE PUBLIC HEALTH AND BUILD-  
INGS ORDINANCE COMMISSION.TAKE NOTICE that a Commission has  
been appointed to enquire into and  
report on the following matters, viz:—1. Whether the administration of the Sani-  
tary and Building Regulations enacted by  
the Public Health and Buildings Ordinance,  
1903, as now carried out is satisfac-  
tory, and, if not, what improvements can  
be made.2. Whether any irregularity or corruption  
exists or has existed among the officials  
charged with the administration of the  
aforesaid Regulation.The Commission earnestly invite the in-  
habitants of Hongkong and Kowloon to  
co-operate with them by forwarding any com-  
plaint they may have to make or suggestion to  
offer in connection with the matters aforesaid  
to the Undersigned.Any person examined as a witness in the  
enquiry aforesaid who in the

## Intimations.

A. S. WATSON &amp; CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER.

SPARKLING  
INVIGORATING  
HEALTH-GIVING.During the Hot Damp  
Weather when Heavy  
Drinks are out of the  
Question one's thoughts  
naturally turn to  
RAINIER.Per Case of 1 doz. quarts ...\$16.50  
Per Doz. quarts ..... 4.20  
Per Case of 6 doz. pints ..... 16.50  
Per Doz. Pints ..... 2.75A. S. WATSON & CO.,  
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 4th September, 1906.

## NOTICE.

All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee House Road, and  
should be accompanied by the Writer's Name and  
Address.Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.  
WEEKLY—\$12 per annum.  
The rates per quarter and per month, proportional.  
The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.80 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 30 cents per quarter.  
Single Copies, Daily, ten cents; Weekly, twenty-  
five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPT. 20, 1906.

## RELIEF FUND STARTED.

Writing before the event, which of course is to be reprobated as a general rule, but may be pardoned owing to the exigencies of an evening paper, it is confidently to be expected that this afternoon the Legislative Council will unanimously support His Excellency the Governor's proposition to forward the scheme, which was approved at a meeting yesterday, to form a fund for the relief of those rendered helpless through the typhoon on Tuesday. It was not to be believed for a moment that His Excellency would fail to recognise the manifest duty of the Government to relieve the suffering entailed as the result of the loss sustained by the native shipping fleet, but in the absence of any definite information on the subject it was matter for comment that nothing was being done to meet the needs of the situation. His Excellency, however, was alert to gauge the requirements of the people and yesterday he called together those who are best fitted to understand the special needs of the moment in order that he might obtain their views on the matter. A meeting was convened to which were invited the Chinese members of the Legislative Council, the Chinese members of the Sanitary Board, the Committee of the Tung Wa Hospital, and the Committee of the Po Leung Kuk. In conference the whole subject was considered and eventually it was decided that those present should form themselves into a provisional committee for

the relief of the sufferers by the typhoon, the committee having powers to add to their number. On the spur of the moment it was suggested that a preliminary subscription should be taken up on behalf of the unfortunate, and the sum of \$3,000 was thereby obtained. His Excellency contributing \$500, Mr. Sercombe-Smith, the Colonial Secretary, \$100, and the Chinese members \$3,000. The most important statement was made at the meeting by His Excellency, who said that at the meeting of the Legislative Council to-day he would submit a proposal that the Government should contribute towards the relief fund a sum equal to the aggregate amount contributed by the public of Hongkong. We take it that the members of the Council will support the proposition put forward by the president of that body, for in doing so they will have conferred honour on themselves and lustre on Hongkong. It is no platitude to say that Sir Matthew Nathan has never shown the greatness of his heart more conspicuously than in this affair. At a moment when the financial condition of the Colony must be exercising his anxious consideration he has promised to exert his influence to secure the substantial support of the Government to a fund which is undoubtedly required, unless the misery caused by the typhoon is to be further prolonged. It is now the turn of the public to emulate that generosity and sympathy which have ever characterised the community and to build up a subscription fund which shall furnish evidence that, despite all adverse circumstances, the people's heart is in the right place. Hundreds are homeless and on the verge of starvation and it would be a poor tribute to our boasted civilisation if such a state of affairs were allowed to continue. It is unfortunate that nobody is in a position to set forth the actual amount required to relieve the immediate necessities of the unfortunate, but after all that is a minor affair. What is wanted is that all should express in the most tangible form their regard for suffering humanity. The Legislative Council, we have not the slightest doubt, will do its duty; it remains for the citizens to do theirs.

## A PROPOSED CHINESE REFORM.

From time to time reference has been made to the progressive spirit evinced by the Chinese people, who, by bringing their institutions into conformity with western ideas and adopting modern customs and methods, are seeking to elevate the Empire, develop her resources, enlighten the people and make China one of the two great Powers in the Far East. Every well-wisher of the Middle Kingdom, and everyone who recognises and appreciates the force of Chinese character, will applaud these efforts to raise the Empire and the people from the slough of ages. What will amaze all who give the slightest study to the question is the rapidity with which the Chinese are travelling along the path of progress and reform. The mission of the Chinese Commissioners to report on the political institutions of Europe and America was a distinct step in advance, for it is not so long ago since a Chinaman was prohibited from leaving his own country. Indeed, it is questionable whether even yet Chinese women are granted that permission, though thousands are scattered through the Straits Settlements and other places in which the Chinese have taken up their abode. Another instance was the recommendation of the Commissioners that the Chinese people should discard the queue in order that they might take their proper share in the affairs of the world without rendering themselves open to ridicule by their adherence to antiquated fashions. While these reform ideas obtain in the North, the population in the two Kwang have shown in a remarkable degree their ability to utilise modern methods to foster their schemes and extend their plans of aggrandisement. It is needless to recall the various instances which have occurred within the past few years, whereby the Cantonese, whose mind is probably the most acute and agile in the Empire, have distinguished themselves in converting western ideas, particularly in the way of commercial development, to the particular requirements of their projects. One of the difficulties which has, to a certain extent, exerted a deterrent effect on China's external trade has been and is the anomalous state of the country's finances. By the Mackay treaty of 1903, the Chinese Government agreed to provide a uniform national coinage; but, so far, little if anything has been done to give effect to that condition. Steps are being taken, however, which should bring about that desideratum although they only appear to be of a tentative character as yet. It is in this connection that the reform movement seems to have gained a remarkable concession, which is worthy of attention if only as a sign of the times. Some time ago Viceroy Chang Chih-tung issued a silver coin of the value of one tael, and that coin is now in circulation in the Hupoh province. But it has proved very unpopular and it is probable that the Board of Revenue will

refrain from issuing silver money of that denomination and revert to the usual seven mace two candareens silver dollars in use throughout the provinces. The remarkable depreciation is, however, that each of the new silver dollars will bear the portrait in profile of His Majesty Kuang Hsu. As most people resident in these parts are aware, it was once a heinous offence to gaze on the living image of the Son of Heaven, and the coolie who failed to mark his reverence for the earthly deity while passing from the Forbidden City to the Summer Palace was sure to meet a speedy retribution. From the western point of view, however, the idea of bringing the general appearance of that much-abused coin the dollar into general conformity with the coins of nearly all other countries is an excellent one. In the Straits the dollar in circulation was, a few years ago, adorned by various hieroglyphics which few understood; but all that was changed by the stroke of a pen, and His Majesty's profile is the distinguishing feature of the new Straits dollar. Should the Chinese Government decide that the dollar of the country bear the profile of His Majesty Kuang-Hsu then the only remaining country in the Far East to circulate coins of the value of the dollar without the portrait of the ruler of the country will be progressive Japan, whose yen is still picturesquely oriental. While most people will agree that the Chinese would be well advised to adopt the change proposed, there are not a few in this Colony who would accept the dollar, so long as it rang true and remained high, whether it bore an emperor's portrait or the picture of a gossamer.

## LOCAL AND GENERAL.

The French Mail of the 21st August was delivered in London 19th inst.

DURING the storm last night, a big junk foundered just west of the Harbour Office, another foundering in the centre of the Harbour.

THE Volunteer Concert is cancelled, but it is proposed to give another concert shortly in aid of the destitute boat population of Hongkong.

THE Japanese papers continue to complain of the slowness with which things are moving in North Manchuria in contradistinction to the promptitude shown by the Japanese in the South.

THE Committee of the Peak Club have decided to postpone the band performance which had been arranged for Saturday next. A notification will be sent later to the members as to the date on which it will take place.

THE Colonial Secretary has received the following telegram from the Secretary to the Government of India, Home Department:—"Your wire dated 18th September, Venice Sanitary Convention Regulation, withdrawn at Madras."

HIS Excellency the Governor requested the Commodore, yesterday afternoon, to send his fleet of torpedo boats on a cruise around the island with a view to the collection of the dead bodies of those who perished in the typhoon. The Tung Wa Hospital has prepared a large number of coffins for the burial of the corpses found in the bay.

WE regret a clerical error in our report of last evening, in reference to the amount of damage to bales of cotton yarn at Kowloon. As originally stated it is said that "4,000 bales of yarn, valued at \$500,000 were destroyed." It is quite obvious that the writer had in his mind "4,000 bales," the addition of one cipher through inadvertence being responsible for the error. Instead of "destroyed" it is also clear that "damaged" was really meant.

## THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. Present:—His Excellency the Governor, Major Sir Matthew Nathan, K.C.M.G., R.E., His Excellency Colonel Darling, R.E. (Commandant of the Troops), Hon. Mr. T. Sercombe-Smith (Colonial Secretary), Hon. Sir H. Spencer Berkeley, K.C. (Attorney General), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Captain F. J. Bodeley (Captain Superintendent of Police), Hon. Capt. L. A. W. Barnes-Lawrence, K.C. (Harbour Master), Hon. Mr. W. Chatham (Director of Public Works), Hon. Mr. E. A. Hewett, Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. Wei Yuk and Hon. Mr. W. J. Gresson.

## ABSENT.

Hon. Mr. Edward Osborne, Hon. Mr. H. E. Pollock, K.C., Mr. A. G. M. Fletcher (Clerk of Councils).

## MINUTES.

The minutes of the last meeting were read and confirmed.

## THE TYPHOON.

HIS Excellency Sir Matthew Nathan said: Gentlemen—Hongkong has just suffered from a catastrophe that has equalled, if not more so, any that has previously befallen the Colony. The loss of life and property between the hours of 9 and 11 on Tuesday morning has been, as far as can be at present judged, greater than that incurred in the great typhoon of 1874. None of us is likely to forget the scenes of that morning. First of all, we saw when the typhoon gun was fired at nine o'clock there was a large body of shipping in the harbour; an hour later the atmosphere being again clouded we saw that the junks and small craft had disappeared, that many of the larger ships were aground or in distress. What had happened to

the junk boats was evidenced by the appalling scenes of desolation on the Tszu and the Kowloon shore. I need not, however, dwell on scenes nor recount the losses that we all witnessed and are known to all.

## AN OBSERVATORY INQUIRY.

It has been suggested in the Press that much of the loss of life and property would have been avoided if the Observatory had given earlier notice of the approach of the typhoon, and that such earlier notice should have been possible. I see no grounds for believing this possibility. But it is due to the public and also to the Director of the Observatory that an inquiry should be held into it. I have, accordingly, asked the Commodore to detail a Senior Officer of the Royal Navy to preside over a small Committee of which I propose that the other members should consist of the Master Mariner, named by the Chamber of Commerce, and of the Manager of the Eastern Extension Telegraph Company—it he will be good enough to serve.

## HEROISM.

A bright feature in the gloom of this great calamity has been many acts of heroism and duty performed in saving life by civilians, police and sailors. I shall cause an inquiry to be made into this so that they may be duly recorded and recognised—(applause).

The Harbour Department has done, I am sure, its utmost and will continue the work already so well performed in clearing the harbour of debris as rapidly as possible.

The Tung Wa Hospital had its launches out saving lives as long as it was hoped there were any lives to be saved and has afforded and is affording succour to the many Chinese left destitute by the loss of their floating habitations.

## LIFE SAVERS.

The Commodore consented at my request to send out all craft left to him not themselves damaged to pick up any persons that might be found clinging to any wreckage outside the harbour. Unfortunately, the renewed typhoon brought an end to the period when it might be hoped to save such persons. Two torpedo-boat destroyers on this duty, last night, I am glad to say, were able to regain the harbour this morning. The Commander of the U. S. squadron volunteered to co-operate with our own Navy and his offer was gladly accepted.

## SOLDIERS' AID.

The Military Authorities kindly let me have 150 men yesterday to clear wreckage that might cover bodies, and my hon. and gallant friend on my right has been good enough to promise me other working parties to clear what is likely to prevent the business of loading and unloading ships.

## The Scheme of Relief.

We have now to consider what steps should be taken to give relief to the large number of Chinese who have lost their homes and fortunes. The majority, unfortunately, also lost their wives and families and so cannot be relieved. The Chinese charitable institutions are, I understand, looking after the immediate needs of those left destitute, but some permanent assistance is required, and for this I propose that a public subscription should be started. I consulted yesterday morning the directors of the Tung Wa Hospital, the Po Leung Kuk, and the District Watchmen's Committee on this matter, and they agreed to support at once the raising of charitable funds. They agreed also that Dr. Ho Kai, Mr. Wei Yuk, Mr. Fung Wa Chun, Mr. Lau Chu Pak, and the Chairman of the Tung Wa Hospital, Mr. Tung Chi Ngong, to act on a General Committee to which I propose to appoint also Sir Paul Chater, Mr. E. A. Hewett, Mr. W. J. Gresson, the Registrar General and Mr. H. E. R. Hunter, if they will kindly consent to serve. I will ask Mr. Hunter also to act as treasurer of the Committee and to receive a donation of \$500 from myself and \$500 from the Colonial Secretary with which to start the fund (applause). I propose that this Council should vote to the funds a sum equal to that obtained from private subscriptions (applause). As regards further assistance from the Government, I should like the Committee to consider whether any scheme by which the Government would lend money on security but without interest for the rebuilding of native craft should be adopted; and to consider, also whether such a scheme would be helpful to junk owners, and not unduly onerous on the Government. They will have to bear in mind that the Government losses have been heavy and it would be ineffectual for the Government to grant money with one hand and to take it away, by additional taxation, with the other.

## CONDOLENCES.

In many cases of loss of life all we can do is to give our sympathy, but the Colony will, I am sure, grieve that a French torpedo-destroyer should have been lost while enjoying the hospitality of this port. I took it upon myself to express sympathy to Admiral Richard, the Commander-in-Chief of the French fleet in the Far East, and I have received a telegram in reply saying how deeply the expression had touched the whole of the French Far Eastern fleet.

The Council will forgive me if I have to refer for a moment to a personal loss as well as a public loss. I fear that there are no grounds for hope that we shall ever again see Bishop Hoare. He was a man we all respected, and whom those amongst us who knew him well loved well. I am sure the Council and the public sympathise deeply with his bereaved wife and children.

## FROM SIR HENRY BLAKE.

The Colony has in its turn received sympathy. Sir Henry Blake has telegraphed from Kandy:

"I desire to express deep sympathy with the people of Hongkong in the serious calamity repeating the disaster of 1900."

## MACAO'S REGRET.

The Governor of Macao has telegraphed:

"Son Excellence, Governor: Je prie votre Excellence vouloir bien accepter l'expression de notre sympathie et

sincères condoléances par la catastrophe qui a touché Hongkong.

## "GOVERNOR"

LORD ELGIN'S SYMPATHY.  
The Secretary of State has telegraphed: "Your telegram of the 18th September received with great regret. I especially deplore the great loss of life which it has caused. I shall be glad to learn further particulars and full details of the measures taken for relief of the sufferers. I would wish to express on behalf of His Majesty's Government their sympathy with the community of Hongkong at its great disaster."

## "ELGIN."

## THE KING'S MESSAGE.

Lord Elgin has also sent the following message which I shall ask you to receive standing: "I am directed by His Majesty the King to express the deep regret with which His Majesty has learnt the great calamity which has befallen the Colony of Hongkong."

"He is grieved to read the immense loss of life among the Chinese population which your telegram reports, and I am to convey through you an expression of his sympathy with the unfortunate sufferers and with the whole community."

I propose (said His Excellency, continuing) that the King's message should be placarded in the town in English and Chinese (applause).

## THE REPLY.

I ask you to agree to the following replies which I suggest should be sent to the telegrams that I have read. To Sir Henry Blake I propose to telegraph:

"Legislative Council on behalf of people in Hongkong express their gratitude for your sympathetic message."

To the Governor of Macao: "La Colonie exprime par le Conseil Legislatif vous remercie cordialement pour votre dépêche si sympathique."

To the Secretary of State:

"Legislative Council of Hongkong express their heartfelt thanks for the sympathy of His Majesty's Government on the distressful effects of the storm of September the 18th. The Council, the charitable institutions and the European firms and residents will do what is in their power to relieve their distress."

In reply to His Majesty's message I propose to say:

"Please convey to His Majesty the King this humble expression of the great appreciation of the Colony of Hongkong represented by its Legislative Council, for his most gracious message of sympathy on the catastrophe which has befallen the Colony; and inform His Majesty that his people here respond with feelings of the deepest loyalty for his loving care in their distress."

## PHOEBUSLIKE.

In conclusion, I would say I am confident the Colony will bear the trial that has come to it with that characteristic which was looked upon by the ancient Romans as the highest virtue and is certainly the attitude of every great people, including the British and Chinese, I mean equanimity—the equal mean. Hongkong has had a set-back but this will call for additional energy and earnestness of purpose. So it will not be long before it has retrieved its losses and advanced farther than ever towards its great and civilised position—(applause).

Dr. Ho Kai has listened with interest to His Excellency and to the gracious message from His Majesty the King. He was pleased that a fund would be started for the relief of the sufferers and he was sure every member of the Committee would do all in his might to relieve the distress.

Mr. E. A. Hewett believed that it would not be very long before business and trade would progress as before. With regard to the Observatory inquiry he had made inquiries of experts as to its usefulness and he felt that the inquiry would exonerate the Director of the Observatory. He supported the Governor's remarks.

His Excellency—in the absence of the Clerk of Councils, the Council will stand adjourned till this day week.

## THE RELIEF FUND.

## MEMBERS OF THE COMMITTEE.

The following letter has been issued by the Colonial Secretary to-day:

Colonial Secretary's Office,  
20th September, 1906.

Sir,—I am directed to invite you to serve as a member of a Committee to be appointed by His Excellency, to raise and administer funds for the relief of the sufferers by the recent typhoon. A list of the proposed Committee is enclosed.

I have the honour, etc.,  
T. SERCOMBE SMITH,  
Colonial Secretary.

## LIST OF THE PROPOSED RELIEF COMMITTEE.

The Hon. Sir Paul Chater, Kt., C.M.G. (Chairman).  
The Hon. Mr. E. A. Hewett.  
The Hon. Mr. W. J. Gresson.  
The Hon. the Registrar General.  
The Hon. Dr. Ho Kai, C.M.G.  
The Hon. Mr. Wei Yuk.  
Fung Wa Chun, Esq.  
Lau Chu Pak, Esq.  
Taog Chi Ngong, (Chairman, Tung Wa Hospital).

## JAPANESE SYMPATHY.

Mr. Kumabe, Imperial Japanese Consul, received the following message this afternoon after the meeting of Council:—

"Convey to Sir Matthew Nathan expression of my sincere and profound sympathy at terrible catastrophe which visited Hongkong."

## "HAYASHI."

His Excellency the Governor has asked Mr. Kumabe to convey to Viscount Hayashi his sincere thanks for his very kind message of sympathy which will be very much appreciated by the Colony of Hongkong.

## TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

## THE SHANGHAI TRAGEDY.

PETER HYNDMAN'S TRIAL OPENED.

MRS. ROSE GIVES EVIDENCE.

[From Our Own Correspondent.]

Shanghai, 20th September,

2.05 p.m.

The trial of Peter S. Hyndman for the murder of Harry Smith and the shooting of Mrs. Rose has been opened at 11 A.M. Supreme Court to-day.

Mrs. Rose has so far recovered from her injuries that she was able to give her evidence before the Court.

The Court was attended by a large crowd of spectators who followed the evidence of Mrs. Rose with much interest.

## KIRIN OPEN TO FOREIGN TRADE.

OCTOBER 18, 1906.

[From Our Own Correspondent.]

Shanghai, 20th September,

2.05 p.m.

China has decided to throw open Kirin to foreign trade on the 18th October, 1906.

## CRIMINAL SESSIONS.

ROBBER GETS SEVEN YEARS.

At the Criminal Sessions, at the Supreme Court, before His Honour Sir Francis Pigott, Chief Justice, Fan Ming, a coolie, was placed on trial on a charge of committing armed robbery at Chuk Tsun village, in the New Territory, on the 13th July last.

The on. Mr. Henry Berkeley, K.C., Attorney General, instructed by Mr. G. E. Morrell, of the office of Messrs. Denny and Bowley, Crown Solicitors, prosecuted, prisoner not being defended.

Prisoner pleaded not guilty.

The following jurymen were empanelled: Messrs. F. Smyth (foreman), J. Clellan, C. M. Williams, A. J. Kew, H. M. Tiesebach, P. M. Nemaze, and W. Ferry.

The Hon. the Attorney General, in opening the case, said that the facts of the case were, briefly, as follows: At about 8 o'clock on the night of the 13th July last, a woman living in a house at Chuk Tsun village, in the New Territory, was in her house with her child and another woman, when somebody came and rapped at her door, at the same time calling out "Open the door." Without opening the door, she called out to know who was there, and what he or they wanted. A man outside called out that they were a party of Government officials, and had been sent to search her house for illicit opium. She said she had no opium, and refused to open the door, whereupon the same man cried out that she must not keep officials waiting, and that if she did not open the door at once they would break it in, and take her away to prison. Then she became frightened, and unlocked the door, and immediately six men burst into the house, and began to search the premises. Each man carried a lighted torch in his left hand, and a knife or dagger, or fighting irons, and revolvers, variously, in his right hand. She knew then the men were robbers, so she stayed in the outer-room while they went into her sleeping-room. Hearing the jingling of silver, she suddenly remembered that she had left four silver bangles on the bed, so she rushed into the room, and was just in time to see one of the men, whom she afterwards identified as the prisoner, putting the four bangles in his pocket. The woman then shouted out that the men were not officials come to search for opium, but men who had come to rob her. One of the men then struck her in the face with his lighted torch, while another, pointing his revolver at her, told her to keep quiet, for if she made any noise she would be killed. The men then proceeded to ransack her boxes and bundles, in their search for valuables, and after half an hour's operations, they left the house, taking with them \$65 in notes, two sovereigns, eleven half sovereigns, four French coins, (gold), four silver bangles six gold ear-rings, two gold finger-rings, 6 pearls, 48 yards of grass-cloth, and a quantity of blankets and clothing, and the aggregate value of several hundred dollars. Having secured all the valuables they could find, they made fast the woman to her bed, and left the house, after warning her not to raise any outcry. As soon as they left, her companion, who had hidden herself in fright, came out and released the tied-up woman, and they went at once to the police station and reported the occurrence, giving a description of the stolen property, which was at once circulated to all the other police stations. About the 20th August last, the prisoner was arrested at Yau-mai, and on him was found a pawn ticket referring to one of the pieces of clothing—a gauze mandarin jacket. The jacket was secured and shown to the woman, and she immediately recognized it as part of her stolen property. Subsequently she was taken to the police station where a number of men were lined up, among them being the prisoner, whom she at once picked out without any hesitation.

The woman and her companion gave evidence in corroboration of the above statements, and after hearing the prisoner's defence, which was a simple denial, and a lame attempt to set up an alibi, his Honour summed up, and the jury returned a unanimous verdict of guilty against the prisoner. A sentence of seven years' imprisonment, with hard labour, was then passed upon the prisoner.

The Sessions then adjourned till to-morrow, Friday, at 10 a.m.

## SHIPPING AND MAILS.

## MAILS DUE.

Canadian (Empress of China) 23rd inst.  
American (Hongkong Mail) 24th inst.  
German (Prinz Ludwig) 24th inst., p.m.  
Indian (Sutlej) 26th inst.  
Canadian (Tartar) 8th prox.

The P. M. S. S. Co's steamer China arrived in San Francisco on 19th inst.

The M. M. Co's steamer Oceanic which left here on Monday, 17th inst., at 4 p.m., for Shanghai, arrived there this morning, Thursday, at 9 a.m.

## TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.  
THE "MONGOLIA'S" PASSENGERS.  
AMERICAN TRANSPORT DISPATCHED.

[From Our Own Correspondent.]

Shanghai, 20th September.  
2.05 p.m.

An American transport has been despatched to receive the passengers of the stranded P. M. S. S. Co.'s s.s. *Mongolia*.

The s.s. *Doric* has been ordered to proceed direct to Honolulu.

VISCOUNT HAYASHI

RESUMES POST AS FOREIGN MINISTER.

[From Our Own Correspondent.]

Shanghai, 20th September.  
2.05 p.m.

Viscount Hayashi resumes his post as Minister of Foreign Affairs.

[Various rumours were afloat in regard to Viscount Hayashi's recent leave of absence, and the *Asahi* subsequently published a Tokyo dispatch to the effect that Marquis Sanjō emphatically repudiated the report that the leave of absence of Viscount Hayashi was the forerunner of resignation. The Premier declared that Viscount Hayashi, having assumed his very onerous office immediately on his return from a long residence in London, had found the heat of that country very trying so that his health had been impaired. His Majesty's Emperor was much concerned as to the Foreign Minister's health, and commanded him to take a rest and change. His leave of absence was for no other reason than the benefit of his health.—Ed., U.K.T.]

[Reuters.]

The United States and Cuba.  
LONDON, 18th September.

There are now enough American ships in Cuban waters to land 5,000 in case of emergency.

Later.

News from Cuba is meagre, but President Palma's advisers appear to be making desperate efforts to come to an understanding with the insurgents before the arrival of Mr. Taft and Mr. Bacon. The rebel leaders, however, are not inclined to accept the Government's proposals.

Russia.

The Tsar will return from his cruise tomorrow and will attend the funeral of the late General Treppoff.

The Rising in Nigeria.

In connection with the recent rising in Nigeria, nine natives have been sentenced to death and forty-one, including the King of Owa, to various terms of imprisonment, for complicity in the rising.

The Sleeping Sickness.

Three cases of sleeping sickness which occurred at Leopoldville have been cured by injections of strechnine.

CANTON DAY BY DAY.

YUEH-HAN RAILWAY.

[From Our Own Correspondent.]

Canton, 18th September.

The chief engineer of the Yueh-han Railway has been sick in his country since leaving Canton on the 23rd day of the last moon (17th inst.), which makes him unable to return to assume his duty. Yesterday two members and a doctor of the Kong Yan Hospital at Honam were sent to his house in the Tai Chun village for consultation.

A VILLAGE FIGHT.

A bloody combat has been fought between the natives of Mak Yau village and those of Cheung Yin village in the Nam Hoi District. In the fray some of the former were killed and many of their houses were destroyed. On the 29th day of last moon (17th inst.) the Nam Hoi Magistrate went there to investigate the case and had the ancestral temple of the latter confiscated as a warning to disturbers of the peace.

We translate the following items from a vernacular journal of this date:—

AMERICAN SAILORS AND COOLIES.

On the evening of the 16th inst., at 6 p.m., several American soldiers are alleged to have pushed a number of Chinese workmen into the river. Luckily all of them could swim well and were picked up by the neighbouring sampans none the worse for their immersion. The Americans were arrested by the Shamshien Guards and were conducted to the Municipal Police Station. The commanders of all foreign firms will call a meeting at an early date to consider the best steps to take with regard to the above affair.

VICEROY TING CHAN TOK.

It is stated that the people of Fukien and Chekiang have memorialized the Throne expressing their dissatisfaction of the appointment as viceroys of the provinces of H. K. Ting Chan Tok. Their reason, it is alleged, is because H. K. was most unpopular when he was viceroys for Yunnan and Kweichow.

THE CANTON DUND.

As the Canton bund extending from Yuan Cheong Street to Ching Lung Han is in course of completion, the Sin Hau Kuk has given notice that tenders will be received for the exclusive privilege of plying rickshaws for hire for the next three years. No tender will be considered under \$20,000. Only 500 rickshaws will be allowed to ply on the newly completed bund. Should it be considered necessary to extend the bund in future, the tenderer will be allowed to make further proposals as to the increase of the number of rickshaws he intends to add to those licensed under the original grant. This proposal will have to be considered by the heads of the Sin Hau Kuk.

## AFTER THE TYPHOON.

## MESSAGE FROM THE KING.

FLOTSAM AND JETSAM IN THE HARBOUR.

"MONTEAGLE" REFLOATED.

WARM-HEARTED PHILANTHROPY OF THE PUBLIC.

ANOTHER TYPHOON.

Just as the Colony was beginning to consider itself immune from typhoons, for at least some time to come, after its appalling experiences of Tuesday last, the full tale of terrible disaster in connection with which has not yet been told, and business was being resumed after the interruption caused by that storm, trans once again running, both on the lower level and up to the Peak, ferries crossing the harbour, all according to daily custom, and things were, apparently, shaping themselves to the normal, comes a telegram from the Manila Observatory, which, through the courtesy of the American Consul, we were enabled to publish in our last evening's issue, to the effect that another typhoon was off Manila on Tuesday afternoon, being then N.E. of Manila, and moving probably W.N.W. this being supplemented later, or at 10 a.m. yesterday, stating that the typhoon had crossed Luzon, near parallel 17, and was travelling in the direction indicated, viz. W.N.W. At 7.30 p.m., therefore, orders were given to hoist again typhoon signals, this time consisting of a black ball, surmounted by a cone, indicating the presence of a typhoon south-west of the Colony, and within 300 miles thereof. That the typhoon was there, and was approaching, was soon apparent, for about 10.30 p.m. the wind began to rise, again, the sea again becoming choppy, after its short lull, until, as the night advanced, once again the wind and sea waxed wild, and pandemonium prevailed in the Colony, and surrounding districts. But there was little, upon the harbour, left for the storm of angry seas to gather in and destroy—its precursor of Tuesday last had left but little for so prompt a successor, and while a certain number of junka did find themselves unable to weather this storm, so closely following the other, the tale is quite incomparable with that we had unfortunately to unfold both on Tuesday and yesterday. At 3.30 p.m. the signals were ordered to be lowered, the typhoon having passed to the W.N.W. And the Colony may congratulate itself on the fact that it is so.

A RESCUE PARTY.

The Harbour Department launch *Stanley* returned from her first rescue trip last night, with a party of twelve castaways, from about the islands, who were victims of the typhoon of Tuesday last. The *Stanley*, under command of Captain Casey, of the Harbour Department, left Hongkong at 5 p.m. on Tuesday, the evening of the typhoon, for a tour of rescue, and cruised round the Lamma, anchoring for the night off Stanley, no living beings having been seen up to that point, and all appearing quiet, wind and sea subsided. At day-break the following morning they proceeded slowly along towards Tytan, thence proceeding to Nine-Pines, where they turned, until they reached a point about eight miles north of Gap Rock. A stray Chinaman was picked up here and there, on the way, either afloat or on the shore. The *Stanley* then altered her course and headed again for the Lamma, of which she made a circuit, thence proceeding to the small islands to the eastward of Lantau, where more Chinese boatmen were picked up. The *Stanley* then set her course for Hongkong, arriving here at 8 o'clock last night, with twelve exhausted, blanket-enveloped, bruised shipwrecked Chinese mariners, nearly all of whom had lost even the clothing they wore when they were swamped, some of them having been in the water, clinging to spars, for 28 hours, hungry, thirsty, chilled, and exhausted.

Large numbers of boats of all sizes, from the smallest sampan to the largest junk, were passed, drifting bottom upwards—all with their silent tale of the tragedy of the sea to tell, but strangely enough, in that particular zone no dead bodies were seen, although the over-taken boats gave evidence that there must have been much loss of life in the vicinity.

Captain Casey, with the limited means at his disposal did all he could for the unfortunate. He was enabled to rescue, to give them covering, comfort, and cheer. It was not a simple task he had before him, for another typhoon was threatening, but he performed it in a most creditable manner. We understand that other search parties are also preparing to leave, if they have not already done so, which were only delayed by the unexpected visit of the second typhoon.

CORPSES FLOATING IN THE HARBOUR.

Throughout the whole day crowds of people assembled on the praya central watching the corpses, of which there were a few, drifting about the harbour. Three or four bodies were seen floating between Blake and Pottinger piers. Further west, near Tung Yik wharf, could be seen the corpses of two French sailors and the remains of what was said to be a European woman. Intermingled with these were the carcasses of pigs and a number of rats. It was not until this afternoon that the police in the Central district commenced hauling the bodies out, the delay being put down to the scarcity of coffins.

"HUNGSHAN" LOOTERS ARRESTED.  
When the *Hols-sane* came alongside her wharf at about ten o'clock yesterday morning, bringing with her the *Hungshan's* passengers, whom they rescued near Lantau Island, a large number of people assembled on the praya wall waiting to hear the fate of their friends.

Among that crowd were Detective-Sergeants Terrett, Grant and Munson and a posse of police, who were detailed to search every Chinese passenger leaving the *Hols-sane* and to take charge of all persons suspected to have been looters.

The first thing that the detectives did on arriving on the wharf was to stop every sampan

from going alongside the ship so as to ensure that no passengers left the vessel without being searched. The result of the search was that three men were arrested and removed to the Central Police Station, where they were charged with unlawful possession. Each man was searched at the station and from the pockets of one man over 5000 were found. Another was arrested, carrying a box which was found to contain officer's clothing, and on the other a ship's revolver. The men could not give a satisfactory explanation as to how the property came into their possession. More arrests could have been made, but many of the looters saw the searching operations being carried out on the wharf, and left their loot on the ship and cleared. When the detectives, after seeing the passengers away, boarded the vessel, they discovered all kinds of goods, such as boxes of soap, bundles of clothing—mostly that belonging to Europeans, and some guns, alleged to belong to the *Hungshan*, but their so-called owners could not be found. The property was gathered in a heap and removed to the Central Station.

This morning, at the Police Court, before Mr. F. A. Hazeland, the three men came up for trial and were dealt with with the usual fines for such offences.

Since writing the above we learn that negotiations are proceeding between the Macao Steamboat Company and the Dock Company for the refloating of the *Hungshan*, which vessel is ashore on Lantau Island. There is every probability that we may see the favourite boat on the Macao run again.

POLICE RAID PRIVATE HOUSES.

That looting has got the upperhand of those sampan folks that have suffered nought at the hands of the typhoon cannot be doubted for a minute and that the same weakness has developed among the street coolies is evident from the raids made by the police at No. 2 Police Station yesterday. It was about five o'clock yesterday afternoon when Inspector Gourlay and his officers raided Nos. 1 to 14, Shau-ki-wan Road, premises occupied by Messrs. Harris Keene, but no arrests could be made as the birds had flown. Nevertheless, a large number of blankets, indigo, native medicines, etc., alleged to have been stolen from the beach near Belle View Hotel by the Chinese employees, were discovered in the buildings and seized by the police.

ACTIVITY AT WANCHAI.

Wanchai presented a scene of great activity to-day. At dawn this morning, when the sea was lashing and sweeping over the Praya wall and the wind blowing with great force, Inspector Gourlay, accompanied by Sergeant Lee and P.C. Hynes and a gang of coolies went to the water-front in search of dead bodies. They searched among the wreckage all along the Praya and by two o'clock this afternoon they had picked up no less than fourteen corpses. A Chinese gentleman, who gave great assistance to the police, was Mr. U Hoi Chau, one of the Committee of the Tung 'A Hospital, who saw to the bodies being photographed after they were picked up and removed to the Sanitary department maished, near No. 2 Police Station, and to their burial in the coffee plantation in Caroline Hill Road.

SAMSHU FACTORY COLLAPSES.

Early this morning a *samshu* factory in Yee Wo Street (Jardine's Bazaar) collapsed, and the loss of *samshu* amounted to several hundred dollars.

HOUSE IN DANGER.

Soon after the second gale had made itself felt and heard during the small hours of this morning a report was made at No. 2 Police Station that a building in Cross Street was about to collapse. The police investigated the matter and the result of the investigation was that the whole house was cleared of its tenants inside an hour and the police took charge of the building. The house in question is at No. 2, Cross Street, and the walls of the house are so badly cracked that there is danger of its collapsing at any moment.

DISTRESSING SCENES.

Two telephone posts, a little beyond Belle View Hotel, is leaning dangerously over the road. It is expected that the next gust of wind will bring them down and the overhead tramway wires that are in their way. The picture of the hungry and homeless sampan people at Causeway Bay is really distressing. Some unknown institution has come to the aid of these miserable people and this morning ship's biscuits were being served out to them.

In view of the change in the direction of the wind to-day most of the wreckage that floated about the Praya East during the past two days was washed down to Jardine's Bazaar.

THE SHIPYARD.

In last night's issue of the *Hongkong Telegraph* we reported that a steamer, the name of which was then unknown, while discharging a cargo of sugar, broke her moorings and was driven on to the foreshore. The foreshore being of mud she was able to get off undamaged. From information now to hand we learn that the name of the steamer is *Sierra Morena*. She is commanded by Captain Mannah, and is a vessel of 2,283 tons. She arrived here on 18th inst. from Probolinggo with a cargo of sugar. The diving gear of the Shipyards has been lost.

AT THE SUGAR WORKS.

Little damage was done to the Quarry Bay Sugar Works. The only property that was destroyed was the corrugated iron roof of the buildings, which was blown away. The explanation given for the little damage done to the Sugar House and the Shipyards was that precautions were taken before the arrival of the typhoon to see that all gear which stood in

danger of being destroyed was properly stowed away.

OTHER CASUALTIES.

From Chinese sources it was learnt that about 1,000 dead bodies were seen around Shau-ki-wan to-day.

One dead body was recovered on the hill at Breezy Point.

The steam launch *Lee Yau*, which carried sixty-five coolies on her fateful voyage, is lying on Breezy Point.

A twenty-ton junk, with the corpse of a crew in the hold, was this morning found lying on the road near Belle View Hotel.

SALVAGE OF THE "KINSHAN."  
News to hand to-day says that there are hopes of saving the steamer *Kinshan*, which is ashore at Castle Peak Bay. Captain W. E. Clarke, of the Canton Steamboat Company, visited the stranded vessel in the *Hannu* yesterday, and it is said that negotiations are at present in hand with the Dock Company to raise the *Kinshan* as soon as gear is available. As soon as the weather is good the dredger *Canton River* will go to Castle Peak and start dredging around the *Kinshan* and it is hoped by this means to float her.

THE SINKING OF THE "FUKAI MARU."  
On the 18th inst., during the first typhoon, the bows of the steamer *Fukai Maru*, which vessel was then anchored off Wanchai, was seen to be under water and her stern high up. The vessel, however, sank early this morning, taking with her a six-inch centrifugal pump belonging to the Dock Company. Her funnel can be seen above water.

H.M.S. "PHENIX."  
The gale which came up this morning caused the *Phoenix* to become a total wreck.

THE "MONTEAGLE."  
The C. P. R. Company's steamer *Monteagle* which went ashore at Kowloon recently and sustained severe damage to her stern post was refloated this morning. She was later taken in tow by the tugs *Robert Cooke* and *Edith* and removed to Wanchai Bay.

THE "CHANGSHA."  
The China Navigation steamer *Changsha*, which was reported a total wreck, was pulled off her perilous position to-day and moved to alongside the Dock Company's Wharf, apparently but little damaged.

THE "SAN CHEUNG."  
The Canton steamer *San Cheung*, which broke her back alongside the Liang Wing wharf on the morning of the 18th inst., was dashed to pieces this morning.

WHARVES.  
The remaining portions of the *Wingcheat* and the *Paul Beau* wharves, at West Point, were carried away this morning.

CAPT. AUSTIN.  
Rumour was afloat in the Colony last night and to-day to the effect that Captain Austin, of the steamer *Wingcheat*, had died of injuries he received. We learn to-day that the rumour was unfounded, and that the genial skipper is rapidly improving.

YUAMATI REPORTS.  
The work of picking up the dead at Yuamati is vigorously carried out and up to this morning, as we are given to believe, 400 bodies have been recovered.

HONGKONG OBSERVATORY TELEGRAM.

On the 19th at 5.55 p. orders issued to hoist the Red Cone point downwards and Drum, (typhoon S.E. of the Colony, distant more than 300 miles). The black signal having been broken on the 18th, was not available.

On the 20th at 4.10 a. Orders issued to fire the typhoon gun, and to hoist the Black Cone point downwards, (typhoon S. of the Colony within 300 miles). At 9.15 a. to hoist the Black Cone point downwards and Ball (typhoon S.W. of Colony within 300 miles). The typhoon has moved across the China Sea with unusual rapidity. It continues to move towards W.N.W.

Telegraphic communication between the Observatory and Hongkong continues interrupted. At 3 p. Signal lowered.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. .... 2 21  
Do. Demand ..... 2 21 1/2  
L.O. 4 months' sight ..... 2 21  
France—Bank T.T. .... 2 27  
A. Bank T.T. .... 2 24  
Germany—Bank T.T. .... 2 24  
Do. Demand ..... 1 64  
Do. Demand Bank T.T. .... 73  
Singapore T.T. .... 6 1/2 prem.  
Japan—Bank T.T. .... 107  
A. Bank T.T. .... 132  
Buying:  
4 months' sight L.O. .... 2 15 1/2  
6 months' sight L.O. .... 2 15 1/2  
10 days' sight San Francisco & New York ..... 5  
10 months' sight do. .... 5  
10 days' sight Sydney and Melbourne ..... 3 3/16  
4 months' sight France ..... 8 1/2  
10 months' sight do. .... 8 1/2  
10 months' sight Germany ..... 2 29 1/2  
Silver ..... 31 1/2  
Bank of England rate ..... 4 7  
Sovereigns ..... 9 09

OPUM QUOTATIONS.  
To-day's quotations are as follow: Per picul  
Malwa New ..... 880/000  
Old ..... 920/050  
Older ..... 970/000  
Oldest ..... 1,020 1,060  
Per chest  
Atua New ..... 910  
Old ..... 920  
Senares New ..... 857  
Old ..... 845  
Persian (Paper) ..... —

TO-DAY'S Advertisements.

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on FRIDAY, 28th inst., at 5.30 P.M.

W. ARMSTRONG, Hon. Secretary.

Hongkong, 20th September, 1906. [928]

FOR CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 25th inst., at Noon.

For Freight, apply to DAVID SASSOON & Co. LIMITED, Agents.

Hongkong, 20th September, 1906. [926]

## To-day's Advertisements.

In the Matter of Ordinance No. 2 of 1892, and

In the Matter of THE PETITION OF LINOTYPE AND MACHINERY LIMITED, Linotype and Printing Machinery Manufacturers, of 188 and 189 Fleet Street, London, England, for Letters Patent for the exclusive use within the Colony of Hongkong of an Invention for "Improvements in or relating to the composing mechanism of linotype machines," corresponding to Letters Patent of the United Kingdom of Great Britain and Ireland No. 19,010/05.

NOTICE is hereby given that the PETITION, DECLARATION AND SPECIFICATION required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong and that it is the intention of the said LINOTYPE AND MACHINERY LIMITED, by MATTHEW JOHN DENMAN STEPHENS, their Solicitor and Agent, to apply for Letters Patent for the exclusive use within the Colony of Hongkong of the said Invention at a Sitting of the Executive Council to be held at the Council Chamber at the Government Offices, Victoria, Hongkong, on THURSDAY, the 27th day of September, 1906.

Dated this 14th day of September, 1906.

MATTHEW J. D. STEPHENS, Solicitor for the Applicants.

In the Matter of Ordinance No. 2 of 1892, and

In the Matter of THE PETITION OF LINOTYPE AND MACHINERY LIMITED, Linotype and Printing Machinery Manufacturers, of 188 and 189 Fleet Street, London, England, for Letters Patent for the exclusive use within the Colony of Hongkong of an Invention for "Improvements in or relating to the composing mechanism of linotype machines," corresponding to Letters Patent of the United Kingdom of Great Britain and Ireland No. 19,010/05.

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Dated this 14th day of September, 1906.

MATTHEW J. D. STEPHENS, Solicitor for the Applicants.

NOTICE.

THE SALE OF SUNDRY NAVAL, VICTUALLING, OBSOLETE AND CONDEMNED STORES will take place on TUESDAY and WEDNESDAY, the 25th and 26th September, 1906, commencing each day at 10 A.M. sharp, instead of as previously advertised.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 20th September, 1906. [931]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by

PUBLIC AUCTION, ON

WEDNESDAY,

the 26th September, 1906, at 11 A.M., at his Sales Rooms, Duddell Street,

THE WHOLE OF THE STOCK-IN-TRADE, FURNITURE and FIXTURES, and the GOODWILL of Messrs. GREGOR & Co.

(Wine and Spirit Merchants). The Stock Comprising:—

225 Cases CLARET, 50 Cases CHAMPAGNE, 50 Cases WHITE WINES, 55 Cases ASSORTED LIQUEURS, 55 Cases SHERRY, 45 Cases BRANDY, 40 Cases HOCK, 30 Cases BURGUNDY, 25 Cases GIN, 30 Cases SAUTERNE, 25 Cases WHISKY, 45 Cases BEER, 27 Cases VERMOUTH, 46 Cases RUM, &c., &c., &c.

For further Particulars, apply to the Undersigned.

TERMS:—As Customary.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 20th September, 1906. [932]

PUBLIC AUCTION.

THE Undersigned have received instructions from D. E. BROWN, Esq., to sell by

PUBLIC AUCTION, ON

THURSDAY,

the 27th September, 1906, at 2.30 P.M., within his residence, The "Cottage," Barker Road, The Peak.

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE THEREIN CONTAINED, Comprising:—

SILK TAPESTRY-COVERED DRAWING ROOM SUITE, PLUSH-COVERED EASY CHAIRS, TEAKWOOD EXTENSION DINING TABLE, MARBLE-TOP SIDEBOARD with BEVELLED GLASS, DINER WAGON with BEVELLED GLASS, BRASS FENDERS, BRASS MOUNTED DOUBLE BEDSTEPS with WIRE and HAIR MATTRESSES, DOUBLE and SINGLE WARDROBES with BEVELLED GLASS, COOKING STOVE and UTENSILS, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 20th September, 1906. [933]

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

REFERRING to the Notice of 20th December, 1902, and subsequent Notices, SENDERS OF TELEGRAMS are hereby advised that, from 1st October, next, the Currency equivalent of the FRANC will, subject to revision after three months, be fixed at 30.38, at which rate the charge for all Telegrams will be collected from the said date.

OLEAF NIELSEN, Superintendent.

Hongkong, 20th September, 1906. [927]

## Intimations.

THE

ROBINSON PIANO

CO., LD.,

ARE SHOWING

HIGHEST CLASS

PIANOS,

BY

THE LEADING MAKERS

OF

THE WORLD.

Steinway,

## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM STEAMERS DUE  
GLASGOW and LIVERPOOL ..... "MENELAUS" ..... 27th September.  
GLASGOW and LIVERPOOL ..... "NINGCHOW" ..... 27th "

## HOMEWARD.

FOR STEAMERS TO SAIL  
LONDON, AMSTERDAM & ANTWERP "CYCLOPS" ..... 25th September.  
\* HAVRE, ROTTERDAM & LPOOL "KINTUCK" ..... 30th "  
\* Taking Cargo for Liverpool at London Rates.  
Via Bangkok.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON PORTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR STEAMER TO SAIL  
VICTORIA, SEATTLE, TACOMA, and  
all PACIFIC COAST PORTS, via  
NAGASAKI, KOBE and YOKOHAMA  
"NINGCHOW" ..... 29th September.

## WESTWARD.

FROM STEAMER DUE  
TACOMA, SEATTLE, VICTORIA and  
PACIFIC COAST .....  
For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 19th September, 1906.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAHSING"	22nd September.
TIENSIN	"LIANGCHOW"	22nd "
YOKOHAMA and KOBE	"CHINGTU"	22nd "
MANILA	"TEAN"	25th "
SHANGHAI	"KIUKIANG"	27th "
SHANGHAI	"YCHOW"	28th "

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 20th September, 1906.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon and staterooms—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
PIRE	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 22nd Sept. at Noon.
APIRO	2540	R. Rodger	"	SATURDAY, 29th Sept. at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 15th September, 1906.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship About  
"SOUTH AMERICA" ..... 10th October.  
For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 27th August, 1906.

## Dentistry.

Dr. M. H. CHAUN,  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY,  
37, DES VOGES ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 22nd July, 1906.

## TSIN TING.

LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AGUIAR STREET.  
REASONABLE FEES.  
Consultation Free.  
Hongkong, 19th July, 1906.

## Shipping—Steamers.

HAMBURG-AMERIKA  
EAST ASIATIC SERVICE.

## HOME-LINE.

## OUTWARD.

STEAMERS.	DESTINATIONS.	TO SAIL
BRISGAVIA	SHANGHAI, KOBE and YOKOHAMA.	28th September.
* HABSURG	SHANGHAI, YOKOHAMA and KOBE.	29th September.
SEGOWIA	YOKOHAMA and KOBE.	Beginning of October.
SITHONIA	SHANGHAI, KOBE and YOKOHAMA.	14th October.
G. FERD. LAEISZ	SHANGHAI, YOKOHAMA and KOBE.	28th October.
ANDALUSIA	SHANGHAI, KOBE and YOKOHAMA.	13th November.
AMBRIA	SHANGHAI, YOKOHAMA and KOBE.	22nd November.

## HOMEWARD.

STEAMERS.	DESTINATIONS.	TO SAIL
LIBERIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	25th September.
SENEGAMBIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	2nd October.
SUEVIA	HAVRE, BREMEN and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	16th October.
* HABSURG	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	30th October.
BRISGAVIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	13th November.
SITHONIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	27th November.
RHENANIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	11th December.

\* This steamer, specially built for the tropics, has splendid accommodation for first class  
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,  
table, two wardrobes, two washstalls, electric fans, etc., large elegantly furnished saloons,  
smoking room, etc.  
The steamer is lighted throughout by electricity and carries Doctor, Stewardess and  
Washermen.  
The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,  
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be  
followed by s.s. "HAUSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

## COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
DAPHNE	NAGASAKI and WLADEVOSTOCK.	Beginning of October. Freight and Passengers.
KOWLOON	SHANGHAI and CHINKIANG.	To follow. Freight and Passengers.
LYDIA	SHANGHAI and CHINKIANG.	To follow. Freight and Passengers.

\* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINE,  
HONGKONG OFFICE.

For steamers of the Coast Service marked \* to

Hongkong, 20th September, 1906.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"LOONGSANG"	FRIDAY, 21st Sept, 4 P.M.
SANDAKAN	"MAUSANG"	FRIDAY, 21st Sept, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	SATURDAY, 22nd Sept, 3 P.M.
TIENSIN VIA SWATOW & CHEFOO	"CHIPSHING"	SUNDAY, 23rd Sept, Daylight.
SHANGHAI	"KWONGSANG"	MONDAY, 24th Sept, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	THURSDAY, 27th Sept, 3 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.

\* Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan,  
Jesselton and Labuan.

\* Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 20th September, 1906.

EASTERN AND AUSTRALIAN STEAM  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,  
(Calling at Manila, Timor, Port Darwin and  
Queensland Ports, and taking through Cargo to  
Adelaide, New Zealand, Tasmania, &c.)  
THE Steamship

## "AUSTRALIAN."

Captain St. John George, will be despatched for  
the above Ports, on SATURDAY, the 29th  
instant, at Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Chamber,  
which ensures the supply of Fresh Provisions,  
Ice, etc., throughout the voyage.

This Steamer is installed throughout with  
the Electric Light.

A Stewardess and a duly qualified Surgeon  
are carried.

N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 6th September, 1906.

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

Regular Steamship Service between  
HONGKONG, SALINA CRUZ, CALLAO  
and IQUIQUE, via JAPAN PORTS.  
Will be sent to VALPARAISO if sufficient  
inducement.

## THE Steamship

"KASADO MARU," 6,000 tons.

Taking Freight and Passengers to other  
Western Coast Ports of South America.  
The above Steamer has splendid Accom-  
modation and is fitted throughout with Elec-  
tric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,

Manager,

York Building.

Hongkong, 11th September, 1906.

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon

China, Ceylon, India and the Far East  
generally.

A daily newspaper with weekly edition

published for despatch by the homeward mail

The daily is recommended as more generally

suitable, except for subscribers in Europe or

America.

A special feature is made of full and accur-

ate reports of local occurrences, and of mat-

ters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best

medium for advertising in China. It circulates

largely among all classes of the community,

is the largest daily newspaper and has a

wider circulation than any journal in the Far

East.

Special attention given to effectively display-

ing advertisements.

The type used as a standard for setting

advertisements is similar to this, unless we are

instructed to display the advertisement, when

any effective style of type will be adopted.

This standard runs exactly eight lines to the

inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

at each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements

can be ascertained from the Manager.

Advertisements for the Daily should reach

the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements

will be repeated and charged for until counter-

manded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSES.

All job printing is done under European

supervision, well turned out, free from errors,

and remarkably cheap at

## THE HONGKONG TELEGRAPH

## OFFICE.

Estimates given for all classes of work on

application to

## THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

JAPAN'S NEW AMBASSADOR  
TO ENGLAND.

BY SATORI KATO.

A military achievement may often exhibit a  
brilliant spectacle, but diplomacy is intricate  
and generally complex, its result being seldom  
visible. No diplomacy was at one time suc-  
cessful without an adequate force behind to  
meet eventualities. In this enlightened age,  
nevertheless, militarism alone can hardly prevail  
unless a discreet craft in diplomacy precedes,  
accompanies, and ends it. Recently, in the  
Extreme East, a number of momentous prob-  
lems that might have menaced the world's  
peace were in behalf of humanity solved with  
patience and fortitude by the statescraft of a  
single man—Baron Komura, the late Foreign  
Minister of Japan.

In the Katsura Administration he was the  
ruling mind. Many things pertaining to Japan-  
ese public affairs have yet to be known in  
Europe. Quite a few bureaux under each de-  
partment of the Government separately con-  
duct their business nominally in the name  
of the Minister, but the Foreign Minister is  
the man who personally discharges most of  
his duties. The gravity of the situation in  
Manchuria gave Baron Komura a splendid  
opportunity. The uncompromising attitude  
and dilatory tactics of Russia intensified po-  
pular indignation in Japan beyond control.  
The seven "jingo" professors of the Imperial  
University of Tokio, who are masters of inter-  
national law, made their representations to the  
Government, urging them to take prompt ac-  
tion in regard to Manchuria, and their unhesi-  
tating expressions stirred up the whole coun-  
try. In consequence of a resolution passed  
under strange circumstances, and embodying a  
censure on the Government for a want of  
decisiveness on the Manchuria question in a  
reply to an Address from the Throne, a dissolu-  
tion of the Japanese Lower House took place.  
The veteran Admiral, Count Kawamura, in spite  
of his illness, vehemently insisted in the Privy  
Council upon a resolute policy in connection with  
the Russian negotiations. At that time, prior to  
the memorable February 8, 1904, from all parts  
of Japan the people petitioned the Government  
to accept their donations for military expendi-  
ture. The Japanese nation was then prepared  
to meet an inevitable outcome; but there was  
the Foreign Minister, Baron Komura, who kept  
the issue of the nation's fate in his own coun-  
sel. The Japanese world had become more or  
less sickened at his "slowness."

Baron Komura was in every way anxious to  
avert a war through a conciliatory understand-  
ing. With dignity peace was then implored,  
in spite of the acute tension of public feeling.  
Baron Komura did not attempt to open the  
temple of Mars until every possible means to  
avoid an actual conflict had been exhausted.  
Then came the crisis. By command Baron  
Komura drafted the Declaration of War, and  
the subsequent events are fresh in our memory,  
in which Japan proved that she was not unpre-  
pared. The motive of Baron Komura in seek-  
ing a concord instead of speedily appealing to  
the arbitrament of the sword was in all respects  
genial.

Baron Komura is of a small Dimiate of  
Obi in Hyuga. His diplomatic career in  
recent years has been an unbroken series  
of achievement, especially in connection with  
affairs in China Japan had to establish an  
entente cordiale with China, and in that  
mission Baron Komura attained a huge  
success. Japan is not a country where  
every person is of the same opinion, but there  
are many diverse views, through which emula-  
tion many advantages result to the ultimate  
end. Baron Komura has a motto upon which  
his public life is based, namely, "to be  
rational." He accordingly enters into no  
negotiations for impossibilities, moral or ma-  
terial. In the law of nations there is no tri-  
bunal but the conscience of mankind; and no  
resort is proposed to The Hague arbitration in  
cases where vital interests are involved or the  
national honour of two parties is in dispute.  
The Baron is not a man of bluff, and cannot  
bluff at all. He is typically a statesman—a  
diplomat whose aims are far-reaching. At the  
same time, the standard of international law is  
universal. Japan adheres to no particular  
school of Asian mystery.

As to the Anglo-Japanese Alliance, Viscount  
Hayashi gives every credit of its success to  
Baron Komura. Later, on more than two  
occasions, Viscount Hayashi openly declared  
to that effect, and in the midst of an Anglo-  
Japanese reunion held at Tokyo, June 12, he  
emphatically said: "All I have done in Lon-  
don has been to obey the instructions of Baron  
Komura." The negotiation for an Alliance  
had its start while Mr. Kato Takaaki was the  
Minister to this country. At all events, how-  
ever, no intelligent man can deny the fact that  
a remarkable diplomatic triumph was attained  
by the Marquis of Lansdowne and Baron  
Komura. The instrument was immediately  
and most heartily welcomed by the Japanese  
nation, although not equally in the United  
Kingdom, though a very influential week-  
ly strongly advocated its enlarged renew-  
al in spite of a denunciation on the first  
announcement. After all, Baron Komura is  
one of the very authors of the Anglo-Japanese  
Agreement, especially of its reconstruction, the  
existing Alliance.

Rising as a graduate of the Harvard Law  
School, but not from the "political aris-  
tocracy," Baron Komura was placed practically  
in lead of the Choshu and Satsuma men of the  
governing class, with the dignity of statesman-  
ship, through whom Japan's status quo among  
the comity of nations has been much improved.  
The Portsmouth Treaty, unfortunately, made  
him unpopular to a certain extent in Japan.  
The terms he then concluded were all that had  
been preconceived by thoughtful persons at  
home and were within the duly authorised scope.  
Baron Komura went to Portsmouth to restore  
peace; he was not there to make material for  
hack writers in newspapers. Nor was he an  
Ambassador as defined by Sir Henry Wotton:  
"An honest man sent to lie abroad for the

good of his country." There was no necessary concession on the part of the Japanese. When she was forced to take up arms, Japan never thought to be compensated with a pecuniary consideration at the end of the war. The war was not for greed or territorial aggrandisement, but because, for far-sighted reasons, there had to be a permanent settlement between Russia and Japan. When Japan proposed she should be reimbursed for the actual expenditure incurred during the war, it was not a penalty imposed upon the vanquished. If Baron Komura had merely wanted to extract money from Russia according to equity, it would have been claimed as an indemnity, and if such claim had been declined, within an hour or so he would have departed from Portsmouth. But when there was talk of peace in the air, during the month of September, 1904, the Elder Statesmen of Japan had no thought of claiming a pecuniary indemnity from Russia. The thoughtful began to argue the ultimate conditions, and they, too, practically renounced the indemnity question. The safety of the existence of Japan in the Extreme East was already secured. The peace secured by Baron Komura in Portsmouth was not merely for Russia and Japan; it was for the world. The world now knows that modern warfare is not an easy task; that it costs a tremendous amount in lives and money. A certain number of the Opposition in Japan and professional politicians decried the glorious conclusion of peace, but to-day the thoughtful home and abroad admire the ability of Baron Komura, whose promptitude in terminating hostilities has benefited the world.

The Katsura Government have resigned, with the exception of the War Minister; Baron Komura was naturally among them. Mr. Kato, the Foreign Minister in the new Administration, differed from his colleagues in the matter of State Socialism, and resigned. Viscount Hayashi was induced to take the post of the Japanese Ambassador to Great Britain had to be carefully considered, as invariably the Japanese Minister to the Court of St. James, including the late Ambassador, have been distinguished personages. In experience Baron Komura cannot be surpassed. Japan has profound confidence in his ability to preserve the good will existing between the two Britains of the East and the West. The most bitter opponents of his work at Portsmouth rejoice at his present appointment. Diligent, thoughtful, of a pure samurai extraction, silent in his disposition (the first quality of a diplomat), yet an erudite master of the law of nations, Baron Komura will well represent Japan in London, the heart of Europe. When his endeavour to prevent a war proved fruitless, Baron Komura's policy was never otherwise than an enlightened one throughout those trying eighteen months; and at the right moment he suspended the hostile engagement of some two million men-at-arms in the field. Future historians will expound the real merits of his well-thought-out diplomacy of the Island Empire. — *Full Mail Gazette.*

## Shipping.

**Arrivals.**  
Shinshu Maru, Jap. s.s., 2,500, B. Hamasaka, 17th Sept.—Mojito 11th Sept., Coal and Gen.—Chinese.  
Kital, Rus. s.s., 1,200, Gorgonin, 18th Sept.—Mojito 12th Sept., Ballast.—M. & Co.  
Sierra Monera, Jap. s.s., 2,283, Manah, 18th Sept.—Probolinggo 9th Sept., Sugar.—B. & S.  
Wick, Ger. s.s., 2,810, H. Cavens, 19th Sept.—Mojito 12th Sept., Coal.—J. & Co.  
Kalfong, Ger. s.s., 987, Fin ayson, 20th Sept.—Manila 14th Sept., Sugar.—B. & S.  
Joshin Maru, Jap. s.s., 702, H. Ohta, 20th Sept.—Tamsui via Amoy and Swatow 18th Sept., Gen.—O. S. K.

**Departures.**  
Sept. 19.  
Delhi, for Shanghai, 1.  
Peleu, for Singapore.  
Sept. 20.  
Kwongtang, for Canton.

**Vessels in Port.**  
**Steamers.**  
Andrea Rickmers, Ger. s.s., 1,020, W. Taubert, 18th Sept.—Kohsichang (Bangkok) 11th Sept., Gen.—B. & S.  
Borneo, Ger. s.s., 1,344, F. Sembill, 10th Sept.—Sandakan 5th Sept., Timber.—M. & Co.  
Changsha, Br. s.s., 1,403, J. Moore, 4th Sept.—Melbourne 31st July, Sydney 8th Aug., Brisbane 14th, via Broadmead, Townsville, Cairns, Cooktown, and Thursday 14, 20th, Zamboanga 27th, and Manja 1st Sept., Gen.—B. & S.  
Chingtu, Br. s.s., 2,760, W. B. Brown, 19th Sept.—Melbourne 18th Aug., Gen.—B. & S.  
Chip Shing, Br. s.s., 1,199, G. S. Weigall, 18th Sept.—Canton 18th Sept., Gen.—J. & Co.  
Chowai, Ger. s.s., 1,151, W. Moller, 15th Sept.—Bangkok and Kohsichang 9th Sept., Gen.—B. & S.  
Choyang, Br. s.s., 1,424, A. E. Sandbach, 17th Sept.—Canton 16th Sept., Gen.—J. & Co.  
Copite, Br. s.s., 2,744, Wm. Finch, R.M.R., 10th July.—San Francisco 27th June, Yokohama 13th July, Kobe 15th, and Nagasaki 17th, Mails and Gen.—O. & S. S. Co.  
Dagmar, Ger. s.s., 921, H. Inelhart, 14th Sept.—Bangkok 7th Sept., Rice and Gen.—B. & S.  
Dorwest, Br. s.s., 1,561, J. Jenkins, 17th Sept.—Salmon 1st Sept., Rice and Gen.—Mao Pat & Co.  
Devanagere, Ger. s.s., 1,262, T. V. Bruhn, 17th Sept.—Bangkok 27th Aug. and Hoihow 3rd Sept., Rice and Gen.—M. & Co.  
Emma Luyken, Ger. s.s., 1,159, G. Cornand, 16th July.—Mauritius 20th June, Sugar.—Wing Sing & Co.  
Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.M.R., 4th Sept.—Vancouver 13th Aug., and Shanghai 1st Sept., Mails and Gen.—C. P. R. Co.  
Fogelberg, Br. s.s., 1,987, H. E. Saver, 10th Sept.—Calcutta 26th Aug., Coals.—J. & Co.  
Haimun, Br. s.s., 636, A. J. Robson, 16th Sept.—Fochow 13th Sept., Amoy 14th, and Swatow 15th, Gen.—D. L. & Co.  
Halvard, Nor. s.s., 1,070, C. Andersen, 10th Sept.—Samarang 1st Sept., Sugar, Agard, Thoresen & Co.

**Ships Passed The Canal.**  
18th July—Charles Tiberghien, Preussen, Slavonia, Tamsu Maru, Ajada, Sultanali.  
20th July—Deucalion, Konagiri, Salsuwa, Socotra, Eider, 20th July—Eider, 21st July—Arcadia, Bencluch, Oceanien, 11st, Rhipus, Sichen, 27th July—Itson, Inaba Maru, Palawan, Polynesia, 1st August—Andalusia, Benmohr, Idomenus, Laos, Zelen, Sasegambia, Shinko Maru, 2nd August—Relierophon, Kintuck, Kawachi Maru, 8th August—Prine Heinrich, Roon, Suella, Tournai, 11th August—Alox, Machon, Salata, Awa, Riga, Seydlitz, Teneck, Aclilla, Cambodia, 14th August—Brilmond, Kenndick, Peshawar, Segolia, Kamakura Maru, Rhenania, 18th August—Agamemnon, Denlawers, Moyura, Iron, Prometheus, Tonkin, 21st August—Gle-roy, Japan, Nippon, 25th August—Bayern, Calchas, Oceanien, Sanuki Maru, Tauer, 1st Sept.—28th August—Merionethshire, Palma, Ellen Rickmers, 1st September—Swatow, Bichte, Briggavia, Henslau, Wanchow, Ping-hu, Sardinia, Nile, Glenavon, 5th September—Benvenue, Schuykill, Haidburg, Schwarzburg, 8th September—Ambria, Louther, Caile, Dardanus, Simla, Nordkap, Prinz Regent Luitpold, Glensic, Tamba Maru, Tournai, Rastara, Selenga, 12th September—Flintshire, Kanagawa Maru, 15th September—Ernest Simons, Jaton, Mulla, 18th September—Elkanara, Silkhon, Orest.  
**Arrivals at Home.** 18th July—Aker, Vandala, C. Ford Latta, 20th July—Silkhon, Jaton, 25th July—Renaldi, Benvenue, Flintshire, Seneca, Tamba Maru, 16th July—Palermo, 27th July—Arcadia, Oceanien, 1st August—C. Ferd Latta, Trieste, 2nd August—Deucalion, Preussen, 8th August—Charles Tiberghien, Zelen, Inaba Maru, 11th August—Tournai, 10th August—Palawan, 14th August—Eider, Roon, 8th August—Benmohr, Idomenus, Salsuwa, 21st August—Alox, Andalusia, Kamakura Maru, 25th August—Aclilla, Seydlitz, Tonkin, 28th August—Rhenania, Wraycastle, Rhenomond, Prometheus, 5th September—Iyo Maru, Bayern, Nippon, Teucer, 7th September—Japan, 8th September—Armard Bichte, Glenroy, 17th September—Anglo, 19th, 18th September—Sardinia, 18th September—Schuykill, Ernest Simons, Kanagawa Maru, Prinz Regent Luitpold, Palma.

Steamers Expected.			
Vessels	From	Agents	Due
Tjinhai	Kobe	J. C. J. L.	Sept. 21
Emp. of China	Shanghai	C. P. R. Co.	Sept. 21
H'kong Maru	Japan	T. K. K.	Sept. 24
Prinz Ludwig	Colomb.	M. & Co.	Sept. 26
Sui-aug	Calcutta	M. & Co.	Oct. 18
Tatari	Vancouver	C. P. R. Co.	Oct. 18

DOCK RETURNS.			
HONGKONG AND WHAMPOA DOCKS.			
Vessels	From	Agents	Due
Sixta	at Kowloon		
Vigilante	"		
Empress of Japan	"		
Soragone	"		
Chongha	"		
Woolwich	"		
Keongwal	"		
Naha	"		
Ch. Harcourt	"		
Sullberg	"		
Sirindrome	"		
Telamachio	"		
Radnorshire	"		

CHINA COAST METEOROLOGICAL REGISTER.						
September 18th, 1906, a.m.						
		Bar.	Tb.	Hu.	Wind	Wv.
Vladivostok	7 a.m.					
Nemuro	6 a.m.					
Hakodate	"					
Tokop	"					
Kochi	"					
Nagasaki	"					
Kagoshima	"					
Oshima	"					
Naha	"					
Ishigakijima	"					
Chifon	6 a.m.					
Wakawake	9 a.m.					
Hankow	6 a.m.					
Kinkiang	"					
Shanghai	9 a.m.					
Gutai	"					
Sharp Peak	"					
Amoy	6 a.m.					
Swatow	"					
Taihouku	5 a.m.					
Taipei	"					
Tainan	"					
Kochu	"					
Pescadores	"					
Canton	9 a.m.					
Hongkong	10 a.m.	29.28	75	100	SW	10 or 60
Victoria Peak	"					
Gap Rock	"					
Mt. Wilson	"					
Hoihow	9 a.m.					
Pakhoi	"					
Phulien	10 a.m.					
Tourane	"					
C. St. James	"					
Aparri	6 a.m.					
Manila	6 a.m.					
Legaspi	6 a.m.					
Bacoend	6 a.m.					
Iloilo	"					
Cebu	"					
Labuan	"					
September 19th, 1906, a.m.						
Vladivostok	7 a.m.					
Nemuro	6 a.m.	30.01			W	2
Hakodate	6 a.m.	30.7			W	2

## Mails.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

DEVANHA, Capt. J. H. Hyde, R.N.R., leaving for BOMBAY, on SATURDAY, the 22nd September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. China, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 3rd November, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 8th September, 1906.

## MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

## STEAM FOR SAIGON.

SINGAPORE, BATAVIA.

COLOMBO, AUSTRALIA.

ADEN, EGYPT, MARSEILLES, LONDON, HAVRE.

BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "SALAZIE."

Captain A. Aillard, will be despatched for MARSEILLES on TUESDAY, the 2nd October, at 1 P.M.

Passage tickets and through bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—  
S.S. OCEANIC ..... 16th October.  
S.S. TOURANE ..... 30th October.  
S.S. TONKIN ..... 13th November.  
S.S. ARMAND BAHIC ..... 27th November.  
S.S. ERNEST SIMONS ..... 11th December.

G. DE CHAMPEAUX, Agent.

Hongkong, 19th September, 1906.

## Intimations.

## CUTLER, PALMER &amp; CO.

## WINE &amp; SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY \* \* \* \* \*

Per Case, \$22.50

\* \* \* \* \*

\* \* \* \* \*

\* \* \* \* \*

WHISKY, PAUL MALL

JOHN WALKER &amp; SONS' OLD HIGHLAND

C. P. &amp; CO'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN &amp; CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

## ACHEE &amp; CO.

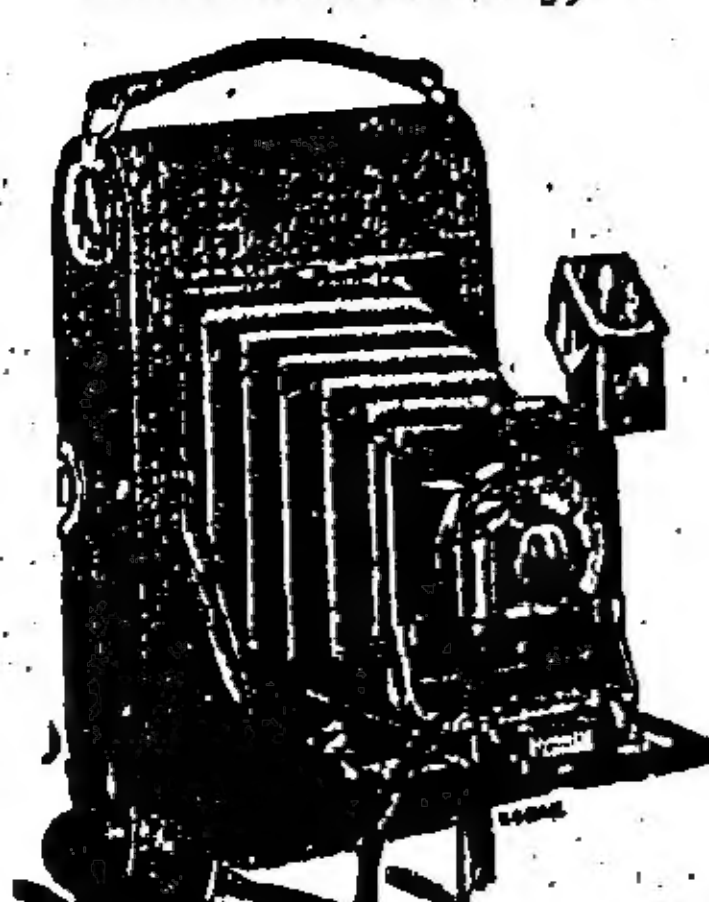
ESTABLISHED 1859.

## FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&amp;c., &amp;c., &amp;c.



## DEPOT

FOR

KASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1901

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$350,000	\$1,712,472	{ \$1.15 1/2 @ Ex. 2/13 = \$16.47 for first half- year 1906	5 1/2 %	\$800 London 1903/10/
National Bank of China, Limited	9,025	£7	£6	\$12,735 \$150,000	\$74,099	\$2 (London 3/6) for 1903	...	\$47
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 1/2 %	\$325 buyers
North China Insurance Company, Limited	10,000	£15	£5	£100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7 1/2 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 8 1/4 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$311,131 \$1,153,844 \$569,279 \$800,000 \$61,728 \$15,527	\$2,792,271	Interim div. of \$30 for 1905	4 1/2 %	\$785 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$229,488 \$2,000,000 \$1,220,928	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$6,000 \$264,638 \$88,941	\$344,058	\$6 for 1904	6 1/2 %	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$229,488 \$2,000,000 \$1,220,928	\$422,618	\$25 for 1904	7 1/2 %	\$327 1/2 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000 \$264,638 \$88,941	\$344,058	\$6 for 1904	6 1/2 %	\$93
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$1,000,000 \$229,488 \$2,000,000 \$1,220,928	\$422,618	\$25 for 1904	7 1/2 %	\$327 1/2 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	\$1,000,000 \$229,488 \$2,000,000 \$1,220,928	\$422,618	\$25 for 1904	7 1/2 %	\$327 1/2 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7 1/2 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 8 1/4 sales Tls. 50 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7 1/2 @ ex 2/10 15/16 Tls. 2.62 on account 1905	9 %	Tls. 50 buyers
Shanghai Tug and Lighter Company, Limited (Preference)	100,000	£1	£1	£100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7 1/2 @ ex 2/10 15/16 Tls. 2.62 on account 1905	9 %	Tls. 50 buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000 \$229,488 \$2,000,000 \$1,220,928	\$422,618	\$25 for 1904	7 1/2 %	\$327 1/2 sellers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7 1/2 @ ex 2/10 15/16 Tls. 2.62 on account 1905	9 %	Tls. 45 buyers
MINING.								
China Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$60,120	140,914	Final of \$15 making \$25 for 1905	15 1/2 %	\$158 buyers
Jayou Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$60,120	140,914	Final of \$15 making \$25 for 1905	15 1/2 %	\$158 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	\$3 for 1907 Tls. 2 1/2 for year ending 30.9.04	...	\$22 sellers Tls. 85 sellers
DOCKS, WHARVES & GODOWNS.								
Penwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$550,000 \$65,100 \$20,000	\$20,040	\$2 1/2 for 1905	6 %	\$100
Long and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$550,000 \$65,100 \$20,000	\$20,040	\$2 1/2 for 1905	6 %	\$100
Amoy Dock Company, Limited	10,000	Tls. 100	Tls. 100	Tls. 100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7 1/2 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 8 1/4 sales Tls. 50 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7 1/2 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 8 1/4 sales Tls. 50 buyers
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7 1/2 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 8 1/4 sales Tls. 50 buyers
Yangtze Wharf and Godown Company, Limited	7,500	Tls. 100	Tls. 100	Tls. 100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7 1/2 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 8 1/4 sales Tls. 50 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7 1/2 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 8 1/4 sales Tls. 50 buyers
Star House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$70,000 \$550,000 \$65,100 \$20,000	\$8,915	\$2 for 1905	9 %	\$22
Central Stores, Limited	10,000	\$25	\$25	\$70,000 \$550,000 \$65,100 \$20,000	\$8,915	\$2 for 1905	9 %	\$22
Do. (new issue)	24,000	\$15	\$15	\$360,000 Tls. 100,000 Tls. 50,000	\$4,719	\$1 for 1905	10 1/2 %	\$30
Do. (Founders')	123	\$15	\$15	\$1,845 Tls. 100,000 Tls. 50,000	\$1,845	\$1 for 1905	10 1/2 %	\$30
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 Tls. 100,000 Tls. 50,000	\$10,057	\$5 for first half-year for 1906	8 1/2 %	\$115 buyers
Hongkong Land Investment and Agency Co., Ltd.	100,000	\$100	\$100	\$10,000,000 Tls. 100,000 Tls. 50,000	\$10,057	\$5 for first half-year for 1906	8 1/2 %	\$115 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 25,000 Tls. 100,000 Tls. 50,000	Tls. 1,935	Final of 6 1/2 % = 10 % for 1905	10 1/2 %	Tls. 15 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000 Tls. 100,000 Tls. 50,000	\$4,699	Final of 6 1/2 % = 10 % for 1905	10 1/2 %	Tls. 15 buyers
Employees Estate & Finance Company, Limited	10,000	\$10	\$10	\$100,000 Tls. 100,000 Tls. 50,000	\$5,070	80 cents for 1905	7 %	\$114
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	\$50,000 Tls. 100,000 Tls. 50,000	\$5,070	80 cents for 1905	7 %	\$114
Shanghai Land Investment Company, Limited	25,000	Tls. 50	Tls. 50	Tls. 1,250,000 Tls. 1,700,000 Tls. 50,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 107 1/2 sales
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 Tls. 100,000 Tls. 50,000	\$7,722	Interim div. of \$2 account 1906	8 %	\$50
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000 Tls. 100,000 Tls. 50,000	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 76 buyers
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	15,000	\$10	\$10	\$150,000 Tls. 100,000 Tls. 50,000	\$21,610	\$1 1/2 for the year ending 31.7.1906	9 1/2 %	\$13 1/2 ex div.
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 100,000 Tls. 50,000	Tls. 18,718	3 1/2 a/c 1898	10 1/2 %	Tls. 68 sellers
Laow-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 100,000 Tls. 50,000	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 85 buyers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 3,500,000 Tls. 100,000 Tls. 50,000	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 330 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	\$400,000 Tls. 100,000 Tls. 50,000	\$1,066	\$7 for 1905	8 %	187 1/2 sales
Cell's Asbestos Eastern Agency, Limited	8,600	12/6	12/6	\$10,320 Tls. 100,000 Tls. 50,000	\$856	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000 Tls. 100,000 Tls. 50,000	\$1,097	\$3 for 1905	9 1/2 %	\$10 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 Tls. 100,000 Tls. 50,000	\$1,097	\$3 for 1905	9 1/2 %	\$10 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000 Tls. 100,000 Tls. 50,000	Tls. 589	Final of Tls. 5 making Tls. 10 for 1905	14 1/2 %	Tls. 70 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 Tls. 100,000 Tls. 50,000	\$1,097	60 cents for year ended 28.2.06	6 1/2 %	\$104
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000 Tls. 100,000 Tls. 50,000	\$1,097	80 cents for 1905	8 1/2 %	\$17 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$187,500 Tls. 100,000 Tls. 50,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17 buyers
Green Island Cement Company, Limited	20,000	\$10	\$10	\$200,000 Tls. 100,000 Tls. 50,000	\$5,291	Int. div. of 75 cents for year ended 30.6.06	9 1/2 %	\$21 1/2 sellers
Hall & Holz, Limited	21,000	\$20	\$20	\$420,000 Tls. 100,000 Tls. 50,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 Tls. 100,000 Tls. 50,000	\$2,568	\$1 for 1905	8 1/2 %	\$14 1/2 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$125,000 Tls. 100,000 Tls. 50,000	\$2,796	1st div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$215 ex div.
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 Tls. 100,000 Tls. 50,000	\$3,776	Int. div. of \$4 for year ended 30.6.06	8 1/2 %	\$20
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000 Tls. 100,000 Tls. 50,000	\$5,813	\$9 for 1905 on 5 shares	12 1/2 %	\$24 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$150,000 Tls. 100,000 Tls. 50,000	\$188	Final of 50 cents making \$1 for the year	12 1/2 %	Tls. 237 1/2 ex div.
Maatschappij tot Mijn- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,000 Tls. 10,000	Tls. 10,374	Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 237 1/2 ex div.
Philippine Company, Limited	67,500	\$10	\$10	\$675,000 Tls. 100,000 Tls. 50,000	Dr. P. 34,324	None	6 1/2 %	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 100,000 Tls. 50,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 125 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270,000 Tls. 100,000 Tls. 50,000	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000 Tls. 100,000 Tls. 50,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 135
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	6 1/2 %	Tls. 81 sellers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for year 1906	...	Tls. 365
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$4,934	Interim div. of 5/- for year 1906	...	Tls. 280
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$1,134	None	8 1/2 %	\$22 buyers
Tientsin Waterworks Company, Limited	7,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	50 cents for year ended 31.10.05	7 1/2 %	Tls. 105
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$99,000 Tls. 100,000	1752	Interim of Tls. 4 for year 1905/6	8 1/2 %	\$8
Do. (Founders')	100	\$10	\$10	\$1,000,000 \$25,000	\$7,734	\$9.92 for year ended 31.5.1906	6 1/2 %	\$150
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$25,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
William Powell, Limited	15,000	\$10	\$10	\$150,000	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	\$10